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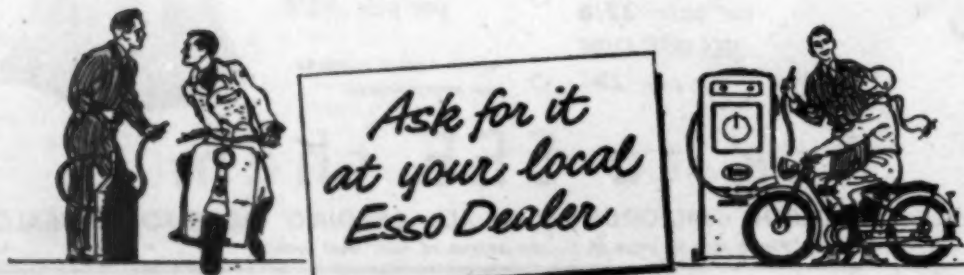
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THE MOTOR CYCLE

VOLUME 101 NUMBER 2885

Largest Net Sale in the World

THURSDAY
31 July 1958

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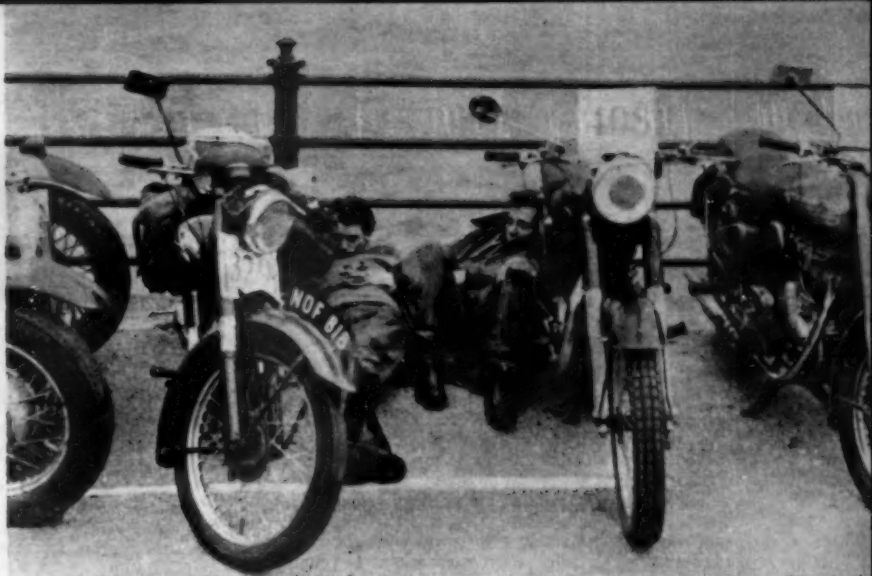
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Every Thursday 50th Year of Publication
Editorial, Publishing and Advertising Offices:
Iliffe and Sons, Ltd., Dorset House, Stamford
Street, London, E.C.1. Telephone: Waterloo
3333. Telegrams: Micycle Sedist London.
Annual Subscription: Home and Overseas,
£2 15s. Canada and U.S.A., \$6. Second-class
mail privileges authorized in New York, N.Y.

Branch Offices

COVENTRY: 8-10, Corporation Street. Tele-
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Tired—or bored at the lack of activity after a National Rally? (See the first leading article below.)
This scene is from the 1956 rally which ended at Morecambe

Time for Change

HAS the Auto-Cycle Union lost interest completely? That question, applying to the National Rally, has been raised by competitors both by letter and telephone since the 14th event in the series ended at Weymouth. It arises because the results, based on painstaking mathematics during the weeks preceding the rally (and on performance in a single special test), are little short of farcical; the venues are ill-chosen; the A.C.U. makes no attempt to provide entertainment or interest in the period after the final control closes at 10 a.m.

These opinions would appear to represent a majority view. Entries reached their peak in 1951 when the lists closed at 1,100. Except for 1955, when 1,022 entries were received, four figures have not since been achieved. This year the entry totalled 736, which is roughly what is being received for regional scooter rallies. Clearly the A.C.U. rally-planning machinery is in need of thorough overhaul. If the event is ever again to achieve its true status, far more variety must be introduced. There must be not one special test but 20. There must be a rally within the structure of the main mileage test; provision for a vast get-together that will become the highlight in the touring motor cyclists' year. Only then will the title "National Rally" be fully merited.

Roadside Repairs

FIRST-AID repairs at any hour of the day and night have never been the strong point of garages in Britain. On the whole motorists do not complain about the scanty, on-the-road service available, but motor cyclists are often piqued because some garages refuse to deal with their machines. The most common explanation is that the fitters are trained to deal with cars only, but the more likely reason is that the car jobs are better business propositions. Happily, road scouts are never choosy and many a motor cyclist has had reason to be grateful for their willing help.

To the point are the comments from the director of the Manufacturers' Association on page 136. He suggests that his organization would consider issuing a booklet giving a list of dealers specializing in motor-cycle repairs. But the controversy raises a wider issue. More and more filling stations are being built; they sell fuel and oil but they are not equipped to carry out even the most simple repair. Hence the total of on-the-road garages which provide service in its widest sense is not keeping pace with the increasing number of vehicles in use. There is no remedy unless motorists and motor cyclists are prepared to buy their fuel only from filling stations where repairs are also undertaken.

Occasional Comments

What Is A Scooter?

THERE is no hidden malice in this question. I put it because the LE Velocette is *not* regarded as a scooter. The Ariel Leader is *not* a scooter. Yet in engine size, road performance, price and general layout there is hardly any difference capable of being imprisoned in a few words between such machines and several of the very best scooters. Indeed, the sole salient distinguishing feature is that all the scooters copy the Scott open frame, whereas the enclosed, weather-proof motor cycles retain the sturdy vertebra on which from time immemorial most of our machines have relied for longitudinal strength and stiffness. (But I don't suppose scooterists would welcome the definition of their mounts as "motor cycles without a backbone"?)

Up The Old Firm

MOST oldtimers have a very soft spot in their hearts for the Ariel factory. An Ariel trike was the first real love for many of us, being better made than the imported types. Its engine inside the wheelbase improved both steering and braking on the roughish roads of the first decade. Then they made a very charming little 2½-h.p., later displaced for the honour of being our best-ever lightweight by the even more charming 2½-h.p. A.J.S. Subsequently came an era of much-respected roadsters including the remarkable Square Four. And now, at long last, the Leader. It is interesting to speculate how far the scooter's example is inspiring the bigger fellows to go in for integrated weather protection and more fully enclosed mechanism. Of course, we had windshields, legshields and enclosure long before the modern scooter was born. But the scooter seems to have opened many eyes to the fact that riders who want weather protection don't like buying expensive accessories after the main purchase.

Cable Controls

PIONEER motor cyclists were reared on rod controls for their carburettors. That doughty pioneer, W. A. Jacobs, tells me that in 1904 he was entered as a Rex rider in a competition limited to models which were wholly of British manufacture. At that date the manufacturers of the Rex had been much tickled by the French (Werner) idea of protecting their customers from the choked jets which were endemic in dry weather before tarmac came to lay the dust. So just for the trial the Rex people bought a B. and B. carburettor, scrapped their standard Longuemare (inside the tank) with its rod controls, and fitted Bowden cables.

Feminine Influence?

LATELY I have received requests for information regarding supplies of transfers. The first inquiry of that type concerned the completion of a reconditioning job on an almost prehistoric Triumph. But more recent letters have mentioned adornment of a different type—monograms, crests, club initials and so forth for helmets, panniers, and other vacant spaces on newish machines. J. H. Butcher and Co., of 498, Moseley Road, Birmingham, 12, are well known in the trade for such articles, but there are other firms, the names and addresses of which will gladly be supplied by our Technical Information Department. I should add two warnings.

The cost is not high when a sizable club orders enough of a single pattern for its entire membership, but when an order is limited to half a dozen they don't sound quite so cheap. In fact, any club contemplating a transfer issue should regard 100 as the minimum order. The more colours there are in your design, the higher the cost. If the design becomes at all heraldic, the user is liable to an annual tax for the use of armorial tokens. (One of my friends got caught for tax and arrears after innocently using for years one of those bent-arm-grIPPING-a-dagger crests on his notepaper.) A club monogram would be immune from such fees.

Spectator Sport

PROMOTERS might be wise to consider a weighty aspect of framing programmes. Do spectators prefer a number of short races or a single long race? The Le Mans 24-hour event for cars is the chief example of a long event and it derives its sustained interest from the fact that nobody goes all out in the early stages because it is quite certain that few of the fastest vehicles will last 24 hours. There is no need to quote a programme of short races: they abound at most race meetings. You have to catch the speed-cum-petrol bug very badly if you really enjoy watching a procession which lasts, I won't say for 24 hours but even for 12. Le Mans is in a class by itself. Even so, I have met many folk who, though they enjoyed their day-and-a-night there, came home remarking energetically, "Never again."

Keen-Priced Tents

SEVERAL readers have inquired how it is that when we publish a camping article, the writer usually recommends a tent priced at about £20, whereas one can buy tents to sleep two people in comfort at (say) £6 10s. You might as well ask why house agents advertise bungalows at £3,750, when with a little trouble you can probably find one at about half that price. There is nothing whatever wrong with the cheaper tents. But if you can conveniently pay more, you can get a more luxurious article. The cheap tents are waterproof, stable and reasonably easy to pitch and to strike. The better tents, on the other hand, may possibly be pitched or struck in much less time, a useful saving when the weather is foul. The better tents are likely to be more durable. (As I'm on the subject, have you changed your cord guys for the new nylon type this summer? The old familiar guys tighten up fast in rain and relax in sun. The nylon guys maintain an even length under all conditions so you don't have to wander out in bare feet on the cold, cold grass at 1 a.m. to loosen or tighten them.) I should estimate that 1,000 cheap tents are sold for one fancy tent; yet the latter are worth the extra in the long run, if you can afford it.

Let's Stand Together

CONSIDERING the formidable place which scooters now occupy in our industry, our fraternity and our hobby, I deprecate all efforts to create a kind of *apartheid* between the pukka motor cycle and its latest offspring. The boycott exists, but seems to have been neither defined nor planned. Scooter club officials possibly feel that in normal motor-cycling circles trials and similar events absorb too

by "Ixion"

All eyes on the Ariel Leader. Two Metropolitan Police cadets, Robert Bannister and Alan Cooper, want to know all about the new model as George Wilson stops on the approach to Buckingham Palace during the changing of the guard. Cooper rides a B.S.A. Bantam and both cadets hope to become motor-cycle mounted officers after they graduate at the age of 19. P.C. Peter Varley is mounted on Imperial, the seven-year-old gelding ridden by Her Majesty the Queen during Trooping the Colour last month. (Photograph by Phil Felkin of "The Motor Cycle")



much attention, and if the cult were allowed to poison the minds of their recruits it might be fatal to their ideals. The pukka motor cyclists adopt rather a scornful attitude to the scooterists and make no overtures to them. Such a divorce is surely a great pity. Politically, we should stand together, as on occasions we rank as rather an oppressed body of men. There is, of course, no sound reason why clubs should not be common ground and the A.C.U. the national federation.

Exposure to the Sun

THE human skin varies widely as between individuals in its reaction to prolonged scorching by a fierce sun. A girl, for example, need perhaps lie only three or four hours on a beach in British summer sunshine to swell up over all the exposed area and suffer acute pain. The average male is far less sensitive. I have often been burned nearly black on a

continental trip on two wheels with no overhead protection at all, and never felt uncomfortable. Any reader who actually suffers from sunburn at home will do well to consult his or her doctor before motor cycling in the hotter parts of Italy with no more head protection than the normal helmet. Those with tender eyes should try to realize in advance what the glare of intense sunlight extended over a full week, possibly from white roads, can do to the human eye. The back of the neck is a sensitive spot with some of us. The usual green or purple sunglasses will take care of the eyes but large areas of skin—neck, shoulders, arms and legs—should be sparingly exposed for the first day or two by folk who burn easily. I remember an entire party in an open car being held up at Como for a whole week some years ago with enormous and most painful swellings. Cover up and seek the shade at the very first warning. You will soon become hardened, and the local chemist will know exactly what to supply.



Above: The tourists enjoy a picnic lunch near Lake Carezza, on the Costalunga Pass in the Italian Dolomites, in a field full of Alpine flowers.
Below right: The travel-stained B.S.A.s, much nearer home, rest against a road sign at Cap Gris-Nez

ALPINE HOLIDAY

*Four Newcomers to Foreign
Touring Storm 27 Mountain
Passes on a Pair of Speedy Twins*

by D. W. RUMBOLD

WE wanted a cheap holiday, seemingly irreconcilable with a seven-country tour on the Continent. Yet both wishes were satisfied during the course of our 18-day trip. We had planned a very comprehensive itinerary which included some 27 Alpine passes in its 2,600 miles. A tall order, some might think, especially as John and I were complete novices in foreign touring, yet with the two girls as back-seat drivers on our B.S.A. Shooting Stars, we romped through with only minor difficulties. Our route from Guildford to the Alps, though not the shortest, included many places we had been told we just had to see. Accordingly, on arrival at Dunkirk we struck northward into Belgium to visit the beautiful, old-world city of Bruges before taking the *autobahn* to Brussels, then on through a heat-wave in the Ardennes to Luxembourg. There we turned south through a rather dull industrial area of France to the Vosges. Our first mountain pass, Col de Bussang, was soon surmounted and the many loops of the road down the other side gave us our first views of Switzerland. After an unscripted ride around a cement factory owing to misreading of directions, we were eventually installed, on our second night abroad, in an hotel some five miles beyond Basle.

Under way the following morning, we could really appreciate the difference between the parts of Northern France we had passed through and Switzerland, the former drab and untidy, the latter bright, clean and gay, with innumerable window-box



geraniums flourishing merrily in the sunshine, set off by a colourful background of paintings on the chalet walls.

Lucerne was crowded with tourists, so we passed on to the comparative quiet of Sarnen to laze away the afternoon in the sunshine. Then we tackled the Brunig Pass, from the top of which we could see right into the heart of the Alps, their icy summits mirrored in the lakes below. The drop into Meiringen was accomplished in the threat of heavy rain which, luckily, did not materialize and we soon found a pleasant hotel to complete a restful day.

During the long, winding ascent of the Grimsel Pass which began our next day's ride, John was nearly precipitated off the road when a mountain goat leaped out in front of him. However, Tessa, with the resourcefulness of a woman, got a ciné film of the whole incident from the pillion, making John's lock-to-lock wobble look even more alarming. The higher we climbed, the more frequent and bigger became the roadside piles of snow. When passing through tunnels under waterfalls we sometimes had icy water dripping down our necks for, in spite of the height, we were in shurtaleeves, it was so hot.

At the summit the well-known, never-to-be-forgotten view met our eyes. To our left, from the slopes of the Galenstock mountain, was the Rhône Glacier, a myriad of sparkling colours in the sunlight. We stopped to gaze in wonder for some time before riding down into Gletsch to meet our first untarred road, the Furka Pass, which claws its way up the mountainside past the glacier. Amid such magnificent scenery we were enjoying pass-storming at its best. At the nearest point to the glacier we left our machines and walked actually inside the river of ice.

On we rode over the summit of the Furka and down into Andermatt before continuing up the St. Gotthard Pass. There, at a height of nearly 7,000ft, we stopped to eat our picnic lunch. The time was 4 p.m. We had covered only 55 miles in seven hours! There was not much opportunity to make up time on the descent round innumerable bends to Airolo but, from there on, it was fast going to Bellinzona and over the easy Monte Ceneri Pass to Lugano. There we turned left along the lakeside into Italy to spend the night in Menaggio, overlooking Lake Como which reflected a million lights from the far shore in its still waters.

In the morning we continued through many small, unspoilt villages and began to gain height, leaving behind the hot country of fruit trees and grape vines, to enter the cooler pinewoods of the Engadine. From the summit of the Maloja Pass, surrounded by snow-capped peaks, the road hardly dropped at all, winding past the beautiful lakes near St. Moritz. We turned up another gravel road, the Bernina Pass, stopping to admire a wonderful view of the Morteratsch Glacier before having lunch at the top. Then we descended into Italy once more, to double back up the Aprica Pass and stop the night at Ponte di Legno. The heat-wave continued the next day as we breasted the Tonale Pass and rode through great fruit farms in the Val di Sole (valley of the sun) to the summit of the Mendola Pass. On the winding descent into Bolzano we had some most impressive glimpses of the Dolomites.

Our arrival in Bolzano drew quite a large crowd: it seemed that the locals had never seen British vertical twins before. We were glad when our route took us into a long, cool, twisting gorge and out of the heat. After our usual picnic, this time near beautiful Lake Carreza at the top of the Costalunga Pass, we rode over more dirt roads past the gaunt, rosy fingers of the Dolomite peaks tipped with gold by the setting sun. Forging our way over the Pordoi and Falzarego passes, we dropped into Cortina and crossed the border into Austria.

Our accommodation was in a delightful old *gasthof* in a small village. The bill for dinner, bed and breakfast plus four bottles of wine came to the equivalent of £2 12s for the four of us! We were tempted to stay there for the rest of our holiday, but the open road beckoned. So the two Shooting Stars were buried in luggage once more and we rode on to Lienz and over the small Iselsberg Col to begin the ascent of the famous Grossglockner Hochalpenstrasse.

For the first time since we had left home we had to don waterproofs as rain clouds came scudding over the charming village of Heiligenblut. There, incidentally, we were nearly served with two-stroke mixture by mistake! The garage attendant mistook our machines for a continental make of two-fifty, and he did not realize that bigger bangers even existed. When we told him that they were capable of a genuine 135 k.p.h. he nearly had a fit! (What would he think of the Vincent twin that now graces the Rumbold stable?)

We had lunch overlooking the Pasterze Glacier to the 12,000ft peak of the Grossglockner, all the more impressive for its



Above: After climbing through clouds on the Stelvio Pass the party stops to view the Ortler mountain. Below: A halt on the Furka Pass, within walking distance of the Rhône Glacier



Below: A bottle of Apfelsaft was placed in this stream at the summit of the St. Gotthard to keep cool while the party had lunch



Alpine Holiday . . .

proximity. The descent became a scramble, trying to pass innumerable coaches on the relatively short straight portions, but we eventually made it in one piece. Spotting a gap in the clouds, we decided to take the untarred Gerlos Pass to Innsbruck instead of following the main road. However, by the time we reached the pass, so had the storm clouds and lightning flickered ominously on both sides. It was too late to turn back, so we slipped and bumped our way upward over unguarded log bridges. Ever tried cornering on wet, greasy logs? My advice is: don't! At last we ran out of the rain, only to become plastered with dust, which our damp clothes and wet machines rapidly collected. Once in the Zillertal we made good time to Innsbruck.

For the next three nights our accommodation was in a delightful private house at Igls, overlooking the Inn valley to the Karwendel mountains beyond. We spent the time in glorious relaxation, becoming typical holiday makers instead of enterprising motor cyclists. At night John and I, in an attic under the roof, tossed and turned in the heat for hours while the girls, with their penchant for picking the better room, got to sleep quite comfortably. We decided that next time the men would have first pick.

Our stay in Austria was over and we got off to a good start along the Brenner Pass, overshadowed by rain clouds. Soon after crossing the frontier, my rear chain broke and it took us some time to persuade it over the gear-box sprocket. In the end, brute force triumphed and we took to the beautiful, loose-surfaced Passo del Giovo and on through Merano to Spondigna.

By then the rain had stopped but the clouds were still about, and shortly we climbed into them as the long ascent of the Stelvio Pass began. We had a few tantalizing glimpses of the great mass of the Ortler and its glaciers on our left until, at the 36th hairpin, the clouds suddenly rolled away beneath us, leaving a breathtaking panorama. We stopped and glanced back down the pass at the road, twisting and turning thousands of feet below. It was too cold to stay long, so we pressed on to the summit, 9,042ft above sea level and reached at 7 p.m., after negotiating 49 hairpin bends. Carrying on to the Swiss Customs post on top of the Umbrail Pass, we found that the obviously lonely customs officers were reluctant to let us go, keeping us for some time with good-natured banter. It was quite dark by the time we reached the unspoiled village of Santa Maria in Müstertal. A typical Swiss dinner, washed down with local wine, saw us to bed in another old-fashioned *gasthof*.

Once again we arose to see a cloud-filled sky, but the rain held off while we tackled the Ofen Pass and traversed the preserved natural beauty of the Swiss National Park to Zermatt. There we met our first stretch of tarmac road since the previous afternoon, only to leave it 13 miles farther on for the eerie world above the clouds on the gravel of the Albula Pass. The elements took a turn for the worse and the road surface deteriorated under the continual drenching. We wended our way downward through thick clouds to Thunai, there turning southward and up the treacherous hairpins of the San Bernardino Pass; on many of them full lock only just sufficed to get us round, with no margin for error. A

welcome change came at the foot of the pass where the slide-provoking wet gravel gave place to tarmac and, with 129 miles of stiff going behind us, we called it a day at Roveredo.

The rain clouds disappeared overnight, so our waterproofs were packed away and we set off in high spirits past fields and gardens full of Mediterranean sub-tropical vegetation, through Locarno and down the shore of Lake Maggiore, across the frontier into Italy and on to Verbania, our farthest south. From there the mighty peak of the Matterhorn could be seen soaring into the deep blue sky. We crossed back into Switzerland once more, climbing the Simplon Pass. Unfortunately, in spite of the sun, low cloud obscured the fine views over the Bernese Oberland.

The descent to Brig round steeply banked turns was made in quick time, but we rather joyously wound it on a bit too much into the first of the corners to find that, far from being there to encourage speeding, the banking is meant to render one's passage safe at normal speeds! From Brig, the 50 miles to Martigny were annihilated in under the hour as we sped first on one side and then the other of the ever-widening River Rhône, a roaring giant compared with the small stream we had seen trickling from the foot of the glacier at Gletsch some eight days earlier. The night was spent at St. Maurice beneath the shadow of the Dents du Midi.

Our morning's run took us through Montreux and up along roads lined with cherry trees and affording beautiful views over Lake Geneva. After lunch we rather sadly turned eastward over our last real pass, the Jaun. We shall always remember the descent through that glorious summer afternoon, our wheels creaming up a fine spray of dust and, in the distance, the Finsteraarhorn poking a gaunt, ice-clad finger into the sky from a bed of snowy summits. All too soon we struck the main road which took us to Interlaken.

We spent several happy hours in the Swiss capital, Berne, before having lunch next day on the edge of a pine wood. Finally we fetched up for the night on the French border at the Col des Roches after climbing our last pass, the easy Vue des Alpes.

Next morning we were away at seven o'clock, albeit without breakfast, and were clear of the Swiss Customs some 15 minutes later, having filled to the brim with petrol on the previous night at half the price it costs in France. We stopped for breakfast at a transport café and then began our dash for Paris. The twins gobbled up the miles at a steady 70 m.p.h. One hop of 102 miles was covered in exactly 100 minutes. In Paris, we made for the back streets and finally took what must have been the only unoccupied rooms in the city that night. It was July 14—Bastille Day.

It was lucky that we had all seen Paris before at some time or other, because our tour of this glorious city next day was rather rushed. In fact, we did the lot in about seven hours! At 4 p.m. we left, taking the N1 after nearly encircling the metropolis in error owing to a badly signposted traffic diversion. Our last night abroad was spent in Beauvais, where we put the final transfers on to our panniers. The resultant collection looked most impressive.

The white cliffs of Dover were clearly visible from Cap Gris-Nez as we lunched by the roadside the next day before embarking at Calais, thus rounding off a most memorable holiday.

Left: A pause to admire the Morteratsch glacier during the descent of the Bernina Pass. Right: At the summit of the Bernina



Pick a winner!

BELSTAFF

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AND SCOOTER CLOTHING
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Technical Jottings

BY "MICROMETER"

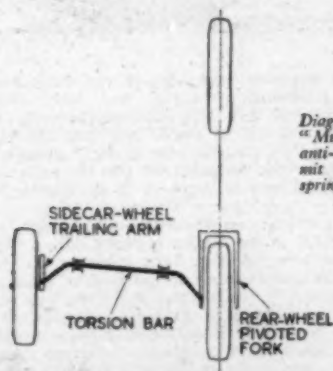
PROBLEMS OF SIDECAR-WHEEL SUSPENSION: MAXIMUM BRAKING WITHOUT SKIDDING

I HAVE always favoured the maximum rigidity of connection between a motor cycle and its sidecar. Few factors are more disturbing than the feeling on fast, bumpy bends that the two components of the outfit are trying to go their separate ways! For that reason the chassisless designs such as the Wessex and Garrard Grand Prix are particularly interesting. They have short, stiff connections and the bulk of the stresses are localized in the middle of the body, with a saving in structure weight compared with more orthodox designs.

The more rigid the outfit, the greater the need for efficient springing of the sidecar wheel. But while soft springing is very pleasant on the straights and usually no disadvantage on left-hand bends, it can make the rounding of right-handers difficult and even hazardous. The yielding of the suspension as the outfit is put into the turn gives a disconcerting impression of instability. Also, the resulting outward lean of the machine towards the sidecar induces a steering bias to the left and so increases the physical effort necessary to get the outfit round the corner.

Anti-roll Bar

SO far as I know, no one has yet tried an anti-roll bar as used on many cars to reduce heeling on corners. It comprises a transverse steel rod with the ends turned back or forward (both the same way) and its mid-section supported on the vehicle chassis or body but free to turn on its own axis. The ends are attached to the hubs or suspension of (on a car) the front or rear pair of wheels. If both wheels hit a bump the rod rotates bodily under suspension movement but does not twist. But if



Diagrammatic layout of "Micrometer's" proposed anti-roll torsion bar to permit softer sidecar-wheel springing without loss of stability on corners

one wheel tries to move upward relative to the body and the other downward—as when cornering—the ends of the rod are twisted in opposite directions and it acts as a torsion-bar spring to resist the deflection.

The scheme would seem highly suitable for sidecar outfits because it would permit the use of springs soft enough for real comfort without the disadvantages mentioned earlier. Admittedly, the rear and sidecar wheels are not in line but the anti-roll bar need not be exactly transverse; it could be slightly inclined to the transverse, and the oblique relative movement between its ends and the wheel-carrying arms could be accommodated by rubber-bushed attachments. (Such bushes and a degree of float in the rod mounting would be necessary in any event unless the rod and both wheel-suspension pivots had a common axis.)

Alternatively, the bar could be transverse and its ends of different lengths or attached to the arms at different distances



from their pivots. A geometrically satisfactory installation could, I think, be worked out for any one of these suggestions. As a final word of encouragement, let me point out that not the least important advantage of the anti-roll bar is its relatively low cost.

Safer Braking

SINCE 1952 a Dunlop-made device has been fitted to the main landing wheels of aircraft which prevents them from locking on braking. Because the coefficient of rolling friction is always a little higher than that of sliding friction, the device enables maximum retardation to be used when necessary, regardless of the conditions and without the necessity of very sensitive control by the pilot.

Skidding is the most common single cause of accidents on wet roads, so it was an obvious move to adapt the aircraft scheme for automotive use and prototypes on cars have proved very successful. Named Maxaret, the unit is basically very simple and comprises a small flywheel driven from the road wheel through a spring clutch. The spring is strong enough to slow the flywheel with the road wheel under normal, rolling-wheel braking. However, as soon as wheel deceleration becomes excessive (i.e., the wheel is beginning to lock) the inertia of the flywheel overcomes the spring resistance and relative circumferential movement occurs. By means of an arcuate cam track in the sleeve supporting the flywheel, this circumferential movement is converted into axial movement of a valve which opens to relieve the brake-fluid pressure. As soon as the road wheel has accelerated again to catch up with the flywheel, the valve closes under the action of a light spring and braking pressure is again applied.

For Two-wheelers?

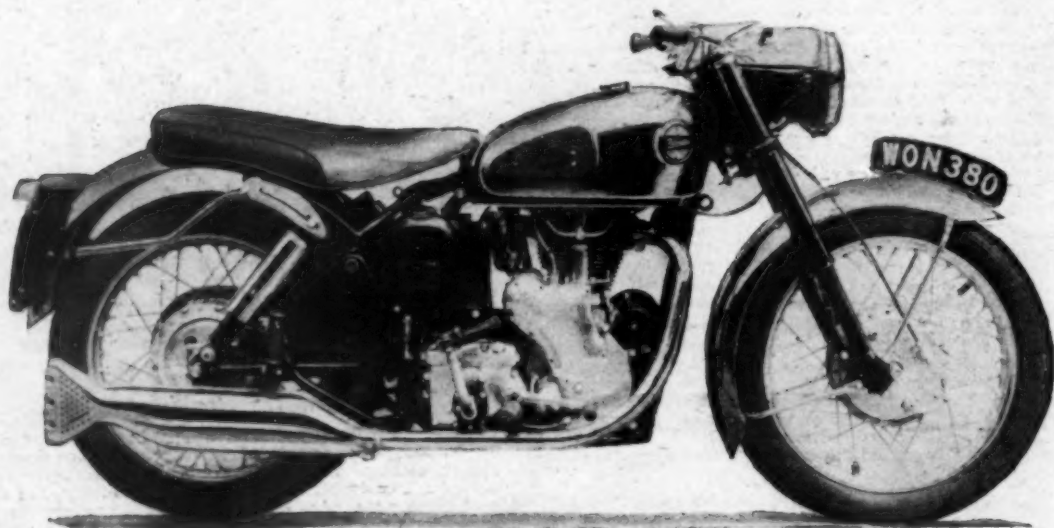
THINK of the advantages of such a device on two-wheelers!

You could just bang on the brakes hard in an emergency without any thought about over-braking. Also, the manufacturer would no longer have to compromise on leverages between too little power for the expert and too much for the heavy handed (or footed) novice. Unfortunately, there are several snags from the motor-cycling standpoint. First, the anti-skid units are costly—£20 a wheel might well be the minimum with the present layout. Secondly, the scheme requires a powered hydraulic braking system. Again, the brakes must have no self-servo action: that would necessitate two trailing shoes or a disc. It follows that the prospect is not very rosy. On the other hand, I know that the Road Research Laboratory is very interested in the Maxaret; possibly with a bit of encouragement from that quarter a low-priced skid-free system suitable for two-wheelers could be developed.

THE
MOTOR CYCLEROAD TESTS
OF NEW MODELS

349 c.c. Velocette

A REMARKABLY FINE MOTOR CYCLE : ALL-ROUND PERFORMANCE WELL ABOVE THE



EXCEPT that the engine is geared to turn over comparatively fast and revels in doing so, there is little to suggest to the uninitiated rider that the Velocette Viper is a three-fifty. Judging from the evidence of the speedometer, he might well conclude that he was riding a lively five-hundred, for the Viper will send the needle round the dial to the 75 or 80 m.p.h. mark in third gear (according to conditions of wind and gradient) and then hold that speed in top on about two-thirds throttle. And, with the rider crouching but clad in full plastic weather kit, over 90 m.p.h. is possible.

The impression of high performance gained on road test owed nothing to speedometer flattery: at two per cent fast, the speedometer had a higher than average standard of accuracy. What is praiseworthy is that such a sporting performance is achieved in a three-fifty for such a meagre sacrifice in the more prosaic but none-the-less important qualities of docility, unobtrusiveness and ease of riding. When it is stated that the engine revels in spinning fast, that should not be taken to imply that the Viper is intractable or in any way unhappy at lower engine speeds. In suburban districts with a 40 m.p.h. speed limit the model proved to be quite lively with upward gear changes made at about 20, 30 and 40 m.p.h. And on town roads, with their 30 m.p.h. limit, the Viper ran perfectly sweetly in top gear at the legal maximum speed. Indeed, even greater proof of the engine's flexibility (and of the efficiency of the face-cam transmission shock absorber on the engine shaft) is the minimum non-anachronism speed of 14 m.p.h. in top gear and the fact that it was possible to carry out a 10-to-30 m.p.h. acceleration test in third gear in spite of the close grouping of the Viper's gear ratios.

But the prime joy of riding the Viper was to make full use of its engine power on the open road and, for that purpose, upward gear changes were best made at about 35, 55 and 75 m.p.h. Riding the Viper in that fashion, it was found possible to average 55 m.p.h. on long non-stop runs over fast arterial

roads. Third gear was used extensively on runs of that nature; but that was no disadvantage since all gears were quite free from whine, and the only noticeable difference between top and third was in the relationship of engine and road speeds. For all practical purposes the engine was smooth throughout its speed range: such tremor as could be felt (between 60 and 65 m.p.h. in top gear) was so slight as to be scarcely worthy of mention.

Time was when obtrusiveness went hand in hand with sporting performance, especially in the smaller capacity classes. Judging by the Viper, improvements have been made in that respect. It is true the model has a clean-cut and healthy exhaust note but it is of a pleasant character and not a bit out of place on the open highway. In built-up areas, however, to avoid giving offence to bystanders it was necessary to avoid hard acceleration. The low level of mechanical noise was commendable, especially so in a sports model with light-alloy cylinder and head: only a slight rhythmic clack from the piston was audible. Unquestionably the fine-pitch helical timing gears with an outrigger plate, light-alloy pushrods and long quietening ramps on the cams contribute much to the mechanical quietness.

The use of auto-advance on a super-sports single is another indication of progress in engine design. The mechanism is properly matched to the engine characteristics and the rider is relieved of the need to juggle an ignition lever to prevent back-firing when starting or to obtain a slow tick-over or smooth low-speed pulling.

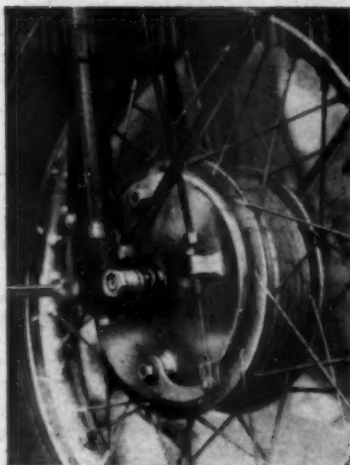
The kick-starter on Velocette singles is rather low geared and the Viper repaid use of the starting technique stipulated in the owner's handbook. That involves turning the engine on to compression, then farther forward by one slow stroke of the kick-starter before administering the starting thrust. A first-kick response was the rule rather than the exception, provided the carburettor float tickler was used only sparingly when the engine was cold and not at all when it was hot. In fact, sufficient

Viper

AVERAGE: FIRST-CLASS FINISH

Right: The 7½-in diameter front brake is within a full-width, light-alloy hub and has a lining area of 23 sq in. Both brakes were extremely powerful and impervious to rain.

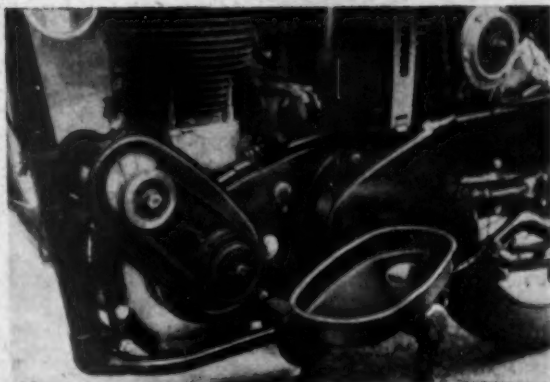
Extreme right: Most routine maintenance jobs can be carried out easily. The contact-breaker points are readily accessible.



mixture enrichment for cold starting could usually be obtained merely by closing the air lever, which could be reopened fully as soon as the engine fired. Idling was slow and reliable whatever the engine temperature and carburation was devoid of flat spots under all conditions.

Engagement of bottom gear when stationary sometimes required the clutch to be partially fed in while upward pressure was maintained on the gear pedal. In every other respect the gear box was a joy to use. All changes, up or down, were clean, light, fast and positive. As implied earlier, the Viper's gear ratios are closer than those of its touring counterpart, the 349 c.c. MAC (though not so close as the racing ratios obtainable at option). This enhanced both the pleasure of the gear change and the range of usefulness of bottom gear which, at 12.62 to 1, permitted a speed of just over 40 m.p.h.

Though it is of little more than academic interest, the high bottom-gear ratio actually detracted slightly from the Viper's getaway during the full-throttle, quarter-mile acceleration tests, otherwise the relevant figures in the information panel might have been even better. In ordinary riding, the only occasions when bottom gear proved a shade too high were when starting from rest two-up in a built-up area. Then the use of a small throttle opening for quietness (rather than a large opening and some clutch slipping) resulted in a comparatively moderate get-



Drive to the Miller dynamo is by a vee-belt from a pulley on the engine shaft. The belt is adjusted by turning the dynamo in its clamp.

INFORMATION PANEL

SPECIFICATION

ENGINE: Velocette 349 c.c. (72 x 86mm) overhead-valve single with Wellworthy Al-Fin cylinder barrel and light-alloy head. Duralumin pushrods; hairpin valve springs. Roller big-end bearing. Crankshaft supported in two taper-roller bearings. Compression ratio, 8.5 to 1. Dry-sump lubrication; oil-tank capacity, 4 pints.

CARBURETTOR: Amal Monobloc; air slide operated by handlebar lever.

IGNITION and LIGHTING: Lucas magneto with auto-advance. Miller 36-watt dynamo and Varley 6-volt, 12-ampere-hour battery. Miller 7½-inch diameter headlamp with pre-focus light-unit.

TRANSMISSION: Velocette four-speed gear box with positive-stop foot control. Gear ratios: bottom, 12.62 to 1; second, 8.73 to 1; third, 6.64 to 1; top, 5.5 to 1. Multi-plate clutch with fabric inserts operating in oil. Primary chain, ½ x 0.305 in pressed-steel, oil-bath case. Rear chain, ½ x 0.305 in with guard over top run. Engine r.p.m. at 30 m.p.h. in top gear, 2,170.

FUEL CAPACITY: 3½ gallons.

TYRES: Dunlop 3.25 x 19 in; rear, Universal; front, ribbed.

BRAKES: Front, 7½ in. diameter x 1½ in wide; rear, 7 in diameter x 1 in wide.

SUSPENSION: Velocette telescopic front fork with hydraulic damping. Pivoted-fork rear springing employing Woodhead-Monroe hydraulically damped shock absorbers with adjustment for load.

WHEELBASE: 53½ in unladen. Ground clearance, 6½ in unladen.

SEAT: Velocette dual-seat; unladen height, 31 in.

WEIGHT: 364 lb fully equipped, with full oil tank but no petrol.
PRICE: £207; with purchase tax (in Great Britain only), £258 to 8d.
ROAD TAX: £3 15s a year; £1 0s 6d a quarter.
MAKERS: Velocette Ltd., York Road, Hall Green, Birmingham, 20.

DESCRIPTION: The Motor Cycle, 12 September 1957.

PERFORMANCE DATA

MEAN MAXIMUM SPEED: Bottom*: 43 m.p.h.

Second*: 62 m.p.h.

Third*: 82 m.p.h.

Top: 90 m.p.h.

*Valve float occurring.

HIGHEST ONE-WAY SPEED: 91 m.p.h. (conditions: moderate three-quarter wind; rider wearing two-piece plastic suit and overboots).

MEAN ACCELERATION: 10-30 m.p.h. 20-40 m.p.h. 30-50 m.p.h.

Bottom ... 3.4 sec 3.3 sec —

Second ... 5.4 sec 5.2 sec 4.6 sec

Third ... 8 sec 8 sec 7.4 sec

Top ... 9 sec 11 sec

Mean speed at end of quarter-mile from rest: 74 m.p.h.

Mean time to cover standing quarter-mile: 18.2 sec.

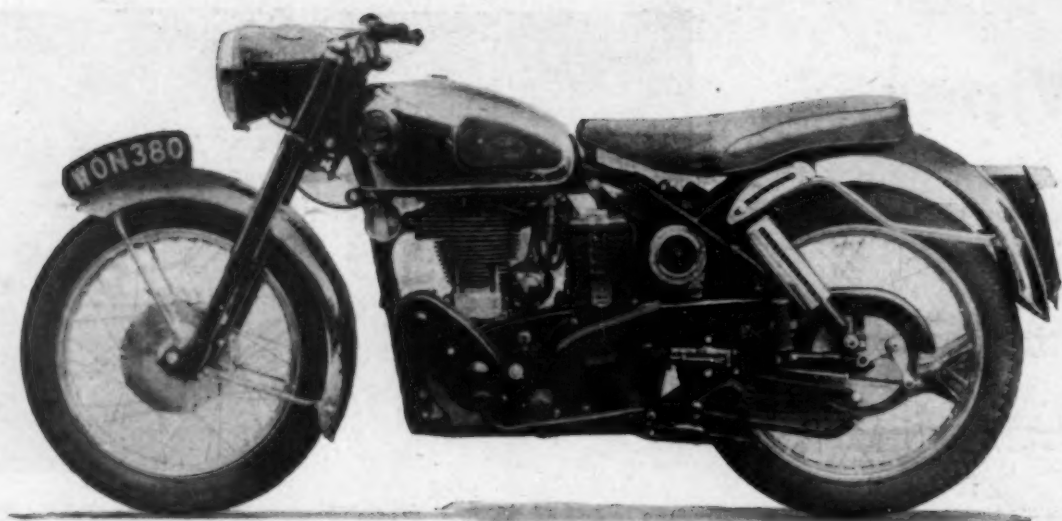
PETROL CONSUMPTION: At 30 m.p.h., 85 m.p.g.; at 40 m.p.h., 80 m.p.g.; at 50 m.p.h., 70 m.p.g.; at 60 m.p.h., 60 m.p.g.

BRAKING: From 30 m.p.h. to rest, 28ft (surface, dry tarmac).

TURNING CIRCLE: 16ft.

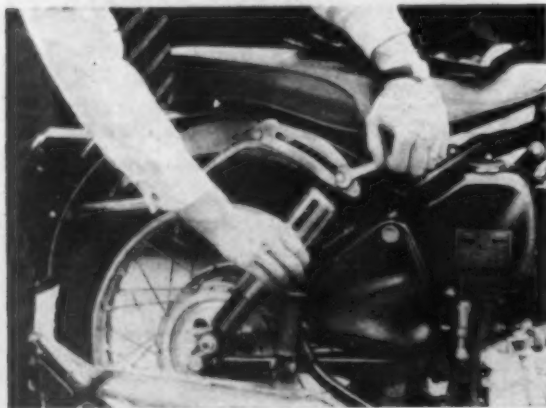
MINIMUM NON-SNATCH SPEED: 14 m.p.h. in top gear.

WEIGHT PER C.C.: 1.04 lb.



away and a trace of pinking. Neutral was easy to find from bottom or second gear, whether the machine was moving or at rest. Smooth and positive in action, the clutch was unaffected by abuse.

For all-round road work it would be difficult to improve on the Viper's riding position. It provides a very relaxed posture yet no perceptible pulling on the bar is required when high speeds are sustained for long periods. At the end of a full day in the saddle not a trace of discomfort was felt. Although seat



The rear suspension is adjustable for load by altering the position of the top attachments of the Woodhead-Monroe suspension units

height (31in) is not below average, the shape of the seat nose makes it easy for short riders to place their feet firmly on the ground at traffic halts. Proportions and padding of the seat are ample for passenger carrying, and the pillionist's position is as comfortable as the rider's.

Disposition of the controls is well-nigh faultless and all were smooth to operate. The only criticisms are of a minor nature and to some extent based on personal preference. First, the combined horn button and dip-switch was mounted 2½in too far inboard on the left side of the handlebar and could not be moved nearer the grip because there was insufficient free length of horn wire. Secondly, the lighting switch in the right-hand

side of the headlamp cowl would be more convenient to operate if it were transposed with the ammeter on the left.

As is evident from the crash-stop figure shown in the information panel, braking power was immense. No matter whether speed was high or low, the Viper could be brought to rest extraordinarily quickly and smoothly with both tyres shrieking in protest. Yet so sensitive and progressive were the controls, and so free from sponginess, that no qualms at all were felt in braking as heavily as was safe on wet roads. Moreover, no brake efficiency was lost during hours of riding in teeming rain and on flooded roads.

It is difficult to appreciate why a steering damper is fitted for the need to use it was never felt at any time during the test. The Viper virtually steered itself. All that was required of the rider on bends or corners was to bank the model to the appropriate degree, whereupon it would follow the curve without a waver. While it was just possible on slow corners to ground the footrest on the left and the silencer clip on the right, the degree of banking required to do so was much more than is normally used.

A shade on the firm side at low speeds, front and rear springing combined to give leech-like roadholding and a comfortable ride. Recoil damping of the rear suspension seemed a little short of the ultra-high standard usual on Velocettes and slight oil seepage from the shock absorbers at the end of the test suggested they were below par. Even so, there was never any pitching worthy of the name—only the realization of how high is the normal level of control taken for granted in the Woodhead-Monroe units.

With the exception of the minor oil seepage just mentioned and the customary film of lubricant thrown off the rear chain, the Viper was commendably oil-tight. And cleaning after a long ride in filthy weather was a relatively quick affair, thanks in part to the high polish on the aluminium castings and mud-guard blades. Apart from the light-alloy parts, the finish is in serviceable black enamel and chromium plating.

Both the centre and prop stands are fine examples of their type. Routine adjustments are readily accessible except that the petrol tank must be removed to get at the valve-clearance adjustment and the carburettor top. A good-quality tool kit is standardized. For night riding the headlamp beam permitted speeds of 60 to 70 m.p.h. to be used on unlit main roads.

The Velocette Viper offers a blend of pep and docility which is quite remarkable in a three-fifty. And the price of the blend is nothing more than a slightly over-average petrol-consumption rate at speeds below 50 m.p.h. One of the few criticisms ever made of Velocette singles is that they lack uniformity of line. That charge carries little weight with the connoisseur who puts his model's behaviour before its eye-appeal. To such an enthusiast, what is right looks right. And justly so in the case of the Viper—which is a joy to ride and a pride to own.



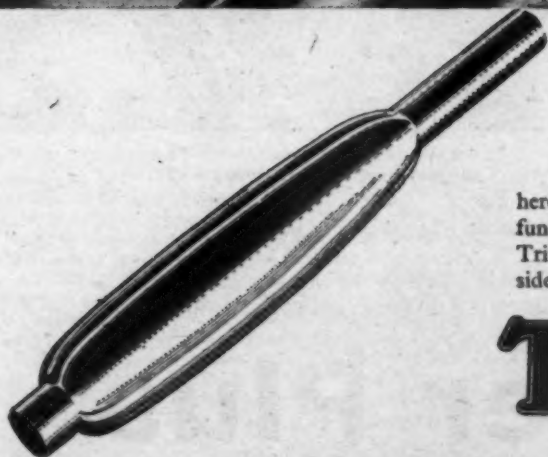
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On the Four Winds

By "NITOR"

Triumph Owners' R.A.C.-A.C.U. learner-training scheme in the news: here A. E. Whately, North-East London Branch organizer, is interviewed by Gordon Williams of the B.B.C. for an item in the morning programme, "Today"



LOGIC IN COURT

At Greenock Sheriff Court, Renfrewshire, Sheriff Substitute W. T. Hook proved himself possessed in good measure of that down-to-earth logic that is so characteristic a feature of those who sit on Scottish benches. He criticized radar equipment for checking speeding as "a machine of limited performance," and said that to place reliance on it was not in accordance with his assessment of the requirements of the law. The apparatus, he went on, demanded the greatest skill and care for its proper maintenance, and that anything short of these would lead to unreliability. He found a motorist charged with exceeding the speed limit in a radar check Not Guilty. His observation that the vehicle's speed was checked for a period of only two seconds and a distance of only 50 yards is worthy of careful note by all who support radar traps.

GERMAN QUANDARY

The German motor-cycle industry, as you may know, is going through a difficult period, the result, apparently, of over-production a few years ago, and of the swing to bubble cars and rising costs in general. The situation is reflected in a statement from the Press bureau of the International Six Days' Trial, to be held in Bavaria from September 22 to 27. Apparently there may be changes in the German Trophy team originally announced (and published in *The Motor Cycle* for June 26) because it is not at all certain that Maico and Zündapp command the financial resources to equip and maintain riders. The national federation is unable to help out of its own funds. So Hercules of Nuremberg has been approached to see whether it will sponsor one rider—or more than one. Four factory supported D.K.W. riders who have proved successful in national I.S.D.T.-type trials have been proposed for the Vase A team. If there is a German Vase B team it is likely to consist entirely of private owners. Further news is awaited with interest.

A RICH SEAM

Sales managers in the various factories are generally pretty knowledgeable types, able to forecast within reasonable limits the number of models of a given design—say, a six-hundred twin—that a particular trader will sell in a year. Blanks of Mudville, for instance, can usually be counted on

for about two dozen Satellites and half that number of three-fifty Orbit singles. And so it was with raised eyebrows that the sales chief of one of the Birmingham-bred marques noted a series of repeat orders, six of them in the space of a fortnight, from a small-town dealer up north who normally sells no more than eight machines of the type in the course of a year. When next in the neighbourhood the s.m. called in to seek an explanation—and got it. Apparently there is, near the town, a coal mine. One day recently one of the foremen called in, bought a machine—and was so satisfied that he spread the word around; and, one by one, the members of his gang slipped into the shop to place orders for identical models. Interesting? Yes, but here's the twist; each machine was to be supplied with the super-tuning kit—twin carburetors, the lot! Mechanization of the mines, it seems, is spreading rapidly. Very rapidly.

FACILITIES WANTED

"HAJ," author of that admirable tourlet entitled "Romp Along the Ridges" (*The Motor Cycle* for July 10), has written me with a most interesting proposal. He is not the first to propound it, I know, but I haven't heard the subject raised for some years. Briefly, "HAJ" wants to embark on a campaign to make enthusiasts more amenable to sprucing up on arrival, say, at a seaside resort. He wants to stir up what he calls "amenity wallahs" to providing parking areas with proper wash-up, titivate facilities, changing rooms and a locker and cloakroom service. Thus provided for, enthusiasts would park, clean up, leave their two-piece suits and what have you and explore the area in complete freedom and with no fear of having clobber stolen. The charge for such a service, says "HAJ" should not be more than a modest bob. He is convinced that there is sound sense in the scheme, and I agree with him wholeheartedly. No one really enjoys pounding hot pavements on a summer day wearing gear intended to keep one warm and dry at 70 per. The important point to bear in mind is that the charge for the amenities outlined should not be more than 1s. What about it, local authorities at Brighton and Blackpool, Scarborough and Southend? Provide a lead and motor cyclists will crowd your beaches even more than they do at present.

IN two of the closest finishes in racing history Geoff Duke brought his Nortons home to win in both the 350 c.c. and 500 c.c. classes of the Swedish Grand Prix, this year included in the world's championship series for the first time. His principal adversary in both events was Bob Anderson (Nortons) but in the 500 c.c. Race it was Dickie Dale (B.M.W.) who took up the gauntlet in the closing laps after Anderson had retired—and who was only a foot or so behind Duke at the finish. (With the 350 and 500 c.c. world's championships in the bag, the MV fours were non-starters.)

In the 125 c.c. Race, Alberto Gandossi and Luigi Taveri (Ducatis) trounced the MV Agusta pair of Carlo Ubbiali and Tarquinio Provini while the 250 c.c. class provided a first-time classic win for Horst Fugner (MZ) after gear-box failure had eliminated both Ubbiali and Provini when they were well ahead.

Situated about 120 miles north of Stockholm, the bright, clean little town of Hedemora has been the home of the Swedish Grand Prix in post-war years. Making use of everyday main roads, the 4.51-mile circuit begins within earshot of the town, at the foot of a pine-planted hillock which offers a natural vantage point. From the starting grid the first right-hand corner lies only 300 yards away. By a series of curves and gentle undulations the road passes round the back of the wooded hill, skirts a lake then takes to a ridge before dropping to the acute hairpin turn at Västerby. At a lower level the return run is through more open, farming country. The scattered wooden cottages of Tviksta village herald the

sweeping left-hand curve by the paddock, and so back to the start again.

For days before the Saturday-Sunday meeting, right up to the final minutes of practising, rain had sluiced down from leaden skies and unhappy campers alongside the paddock squelched about in a muddy quagmire. But the weather relented and Saturday dawned to a hot, bright sun.

First out were the one-two-fives, with a depleted Ducati team to do battle once more with the MV Agustas of Provini and Ubbiali. Alberto Gandossi and Luigi Taveri took their desmodromic models into the lead right from the start. For the first two laps Ubbiali and Provini occupied third and fourth places with, behind them, the MZ two-strokes of Ernst Degner and Horst Fugner. Then Ubbiali began to cram on speed, closing on the Ducati pair who were taking it in turn to lead.

By the eighth lap Ubbiali had visibly recovered ground, and a lap later he tore past the pits elbow to elbow with Taveri and only a yard or so astern of Gandossi. Once more round and it was Ubbiali who headed the trio. But it was only a temporary advantage. Soon the Ducati pilots, again with Gandossi in the lead, firmly relegated the MV to third and there it was to stay to the end. Meanwhile Provini rode steadily on, a lonely fourth, and the East German machines dropped farther and farther behind.

On his 13th lap Taveri returned a lap record at 92.84 m.p.h. and Gandossi eventually crossed the line at a record race speed of 91.24 m.p.h. with Taveri, the faithful shadow, only 0.2s behind him.



Swedish Grand Prix

GEOFF DUKE (NORTON)

BRINGS OFF A BRILLIANT

JUNIOR-SENIOR DOUBLE IN

THE TWO-DAY SWEDISH

GRAND PRIX AT HEDEMORA

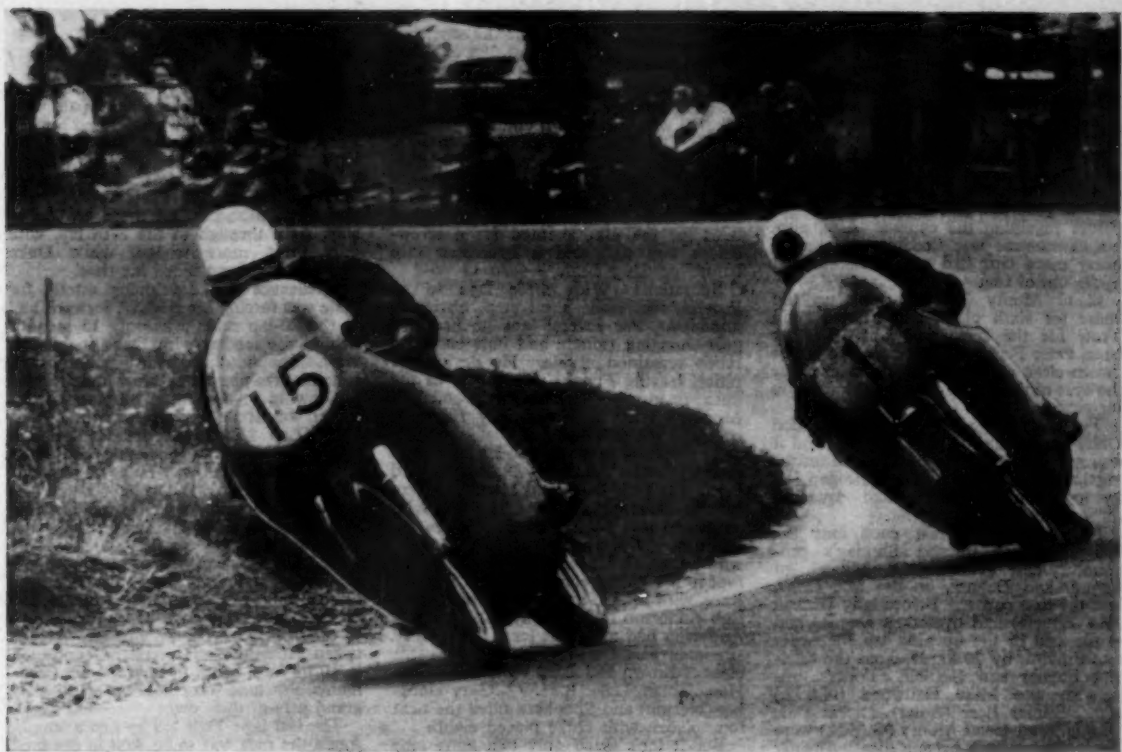
Victory in the Last Few

At Hedemora turn, in the early stages of the 250 c.c. Race, Horst Fugner forces his MZ turn between the MV Agustas of Tarquinio Provini and Carlo Ubbiali



But the 125 c.c. Race was a mere curtain raiser for the 350 c.c. event, which was to prove one of the fiercest of running dog-fights for many a day. Olle Nygren (A.J.S.), Terry Shepherd and Bob Anderson (Nortons) shared the front rank with, behind them, Geoff Duke (Norton) and Bob Brown (A.J.S.). And it was Brown who was first into the saddle as the flag dropped, heading Mike Hailwood (Norton) and Nygren into the first corner. But the position was fluid. At Västerby the order was Hailwood, Duke, Shepherd, Dave Chadwick (Norton) and Brown; at Hundkullen Duke was in front. And as the howling mob rushed past the timing box Shepherd had forced his way through, with Hailwood and Chadwick wheel to wheel behind him, and Duke in fourth place just ahead of young Gary Hocking (Norton), of Southern Rhodesia.

The pace was hot, and in the *mêlée* Chadwick spilled heavily at Västerby; he was rushed to hospital but the doctors found only bruises. By the second lap Shepherd had a lead of 100 yards, Hocking was second, fighting off Bob Anderson and Duke. Hailwood, out on his own, was fifth, then came the pack headed by Nygren, Dickie Dale and Alan Trow and swapping places with enthusiasm. Within



Yards!

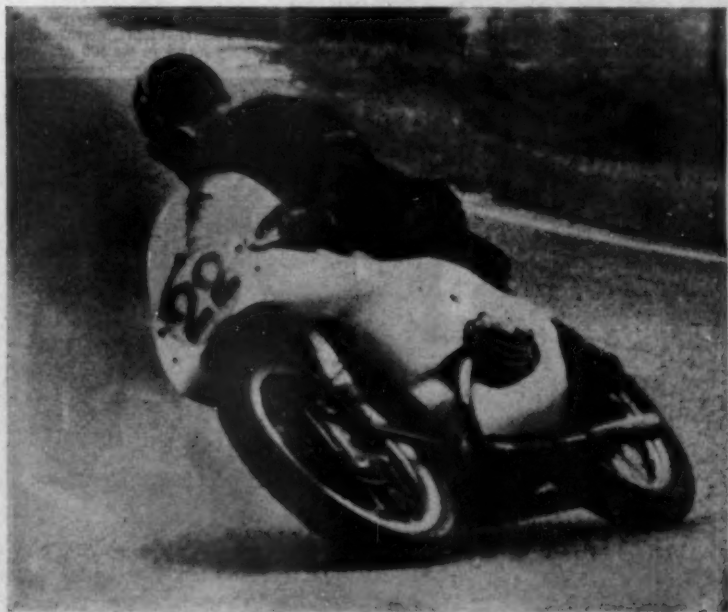
Above: Into Vasterby hairpin together peel No. 15, Bob Anderson and No. 1, Geoff Duke (Nortons), in the 500 c.c. scrap that brought the crowds to their feet. Below: And after Anderson retired Dickie Dale (B.M.W.) was there to join in the tussle

minutes Anderson had broken free and was closing on Shepherd, while minor duels began right through the field—Dale and Trow, Geoff Tanner and Nygren, John Hempleman and Tom Phillis.

By Lap 5 Anderson had got Shepherd's measure, slipping past into the lead at Hundkullen. Duke was third and preparing to take a hand in the main issue. But Dale was slowing, his machine having developed bad vibration. Fourth was Hocking, fifth Hailwood; sixth place was anybody's guess. It could have been Tanner, or Nygren, or Trow, so closely were they bunched.

Shepherd regained the lead at the end of Lap 7; he slipped inside Anderson at the Hedemora corner holding his position for a further three laps. Spotting his chance Geoff Duke displayed all his old mastery and eased past the pair of them to head the field for the first time. A lap later Shepherd was back, then Anderson. And so it went on, while the crowds went delicious with the sheer thrill of it all.

But one private scrap came to an untimely end. On a bend following Vasterby hairpin, Tanner's engine locked solid and he hit the roadway, chipping his elbow, while Nygren took to the ditch in a rapid avoiding action. Soon it was Hocking's



Swedish Grand Prix . . .

turn to strike trouble, for a broken oil feed took him out of the running. By Lap 18 Duke led Anderson. Shepherd, in third place, was late in arriving; temporarily blinded by oil on his goggles, as he eased off for Hedemora turn, he had taken the slip road and had lost several seconds before regaining the course. Alas, also, his carburettor was flooding and before many more laps had passed he stopped again, out of fuel.

Geoff Monty (Norton) took up the chase for sixth place, and harried Alan Trow for the remaining laps. Farther back, Peter Ferbrache (Norton) had at last drawn clear of Fritz Klager (Horex). But the eyes of the crowd were on the struggle for victory.

Two laps to go and Anderson headed Duke but it was still touch and go, and it was not until the final dash to the finishing line that Duke sized up the gap left by a slower competitor and squeezed through to claim the flag.

In dry but overcast conditions the 250 c.c. Race opened Sunday's programme, and Provini (MV Agusta) led Fugner and Degner, on the MZ twins, into the first corner. Before long Ubbiali (MV Agusta) had overtaken Degner and at the end of the opening lap the order was Provini, by 20 yards, from the duelling Fugner and Ubbiali. Fourth, unharried, was Mike Hailwood (N.S.U.) while Gunter Beer (Adler), Dickie Dale (N.S.U.) and Geoff Monty (G.M.S.) were settling down to a private dice. Already Sture Nilsson (N.S.U.) was out as the result of a spill. With three laps gone, Ubbiali was through to second and leaving Fugner behind. But the other MZ was in trouble and, after stopping at the

pits, Degner removed his helmet while mechanics wheeled his mount away.

The order seemed settled, but although Ubbiali still held second place on Lap 9 he had lost a deal of ground and Fugner was catching up fast. Two laps more and Ubbiali was out, with a cracked gear-box shell. Dale, who had come up to fifth, was next to disappear, with oiling difficulties. Provini tore on, with 43 seconds in hand over Fugner; Hailwood lay third and Monty fourth—but Monty braked hard for the pits, shouted for a screw-driver and tightened a handlebar clip before pressing on.

Sensation! With three laps to go Provini, too, made a pit stop, obviously unhappy. For several laps he had had gear-changing trouble and now only two ratios remained usable. He decided to retire, leaving Fugner to come in as the unexpected winner, from Hailwood and Monty. They were the only riders to complete the full distance.

The 500 c.c. event, over 30 laps, promised another Anderson-Duke-Shepherd battle, for both Duke and Shepherd were in the front row of the line-up, with Anderson just behind them. Yet as the flag dropped it was Bob Brown (Norton) who wrestled his way to the front, to repeat his slick getaway in the 350 c.c. Race, with John Hempleman (Norton) and Bob Anderson in his wake. At Vasterby, Anderson had taken the lead, and as they streamed past the start he was 30 yards clear of Brown and Ernst Hiller (B.M.W.). Hempleman, Dale (B.M.W.), Gary Hocking (Norton) and Shepherd filled the next four places, with Duke placed eighth.

But it took Geoff only two more laps to come through as second man, to the delighted cheers of the crowd. And Shepherd was third, so the old firm was back in business again, or so it seemed. Not for long! Keeping close company, the

Dale, Hocking, Hiller trio, with Alan Trow (Norton) joining in, swept Shepherd to their rear.

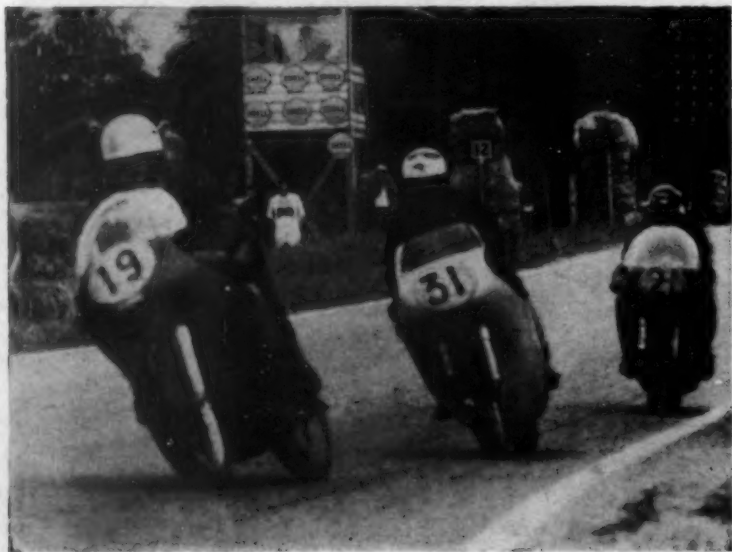
Gaining a second each lap, Duke rapidly made up leeway on Bob Anderson and, at one-third distance, the pair were nose to tail. Dale had established himself third, followed by Hocking and Shepherd, with Trow, dropping behind, sixth. "Duke leads at Matsbosjon," blared the loudspeakers—yet at Vasterby Anderson was again ahead. And there he was to stay, right through to the 27th lap, with only three more to go, while Duke dropped back and bided his time.

A menace was developing atern, for Dale was forcing his B.M.W. forward and at the 20-lap mark was only 15 seconds behind the leader, with Duke in his full view. Shepherd and Hocking hotly contested fourth place, but Trow had dropped out, owing to a sheared oil-pump drive. Hiller was sixth, Brown seventh.

On Lap 26 excitement mounted still higher. Dale had ousted Duke from second place and was only six seconds behind Anderson. A lap later Duke was second again; and Anderson was slowing. For a lap or more his engine had been showing signs of partial seizure. He pulled to the side of the road and stopped. Now the battle lay between Dale and Duke, with the remaining runners too far behind to offer any challenge. Except to each other, of course, for the war between Hocking and Shepherd continued in all its fury. And in midfield the Commonwealth lads were holding a full-scale grand prix of their own.

The last lap: Dale led by just a length. Again the race was to be won in the final few yards—and how close a finish it was! Side by side they raced under the bridge towards the line—the race was Duke's by less than half a wheel!

Commonwealth carve-up, as Jim Redman, Tom Phillis, and John Hempleman (Nortons), from Rhodesia, Australia and New Zealand respectively, drop down towards Vasterby corner in the 500 c.c. event



125 c.c. Race—12 laps, 67.65 miles			
	m	s	m.p.h.
1. A. Gandossi (Ducati)	44	30.7	91.24
2. C. Taveri (Ducati)	44	30.9	91.22
3. C. Ubbiali (MV Agusta)	44	43.9	90.77
4. T. Provini (MV Agusta)	45	01.1	90.21
5. E. Degner (MZ)	46	10.5	87.94
6. H. Fugner (MZ)	46	51.2	86.66

Completed 12 laps.—B. Nicklasson (Ducati).
W. M. Welster (MV Agusta). Completed 11 laps.—
L. Tinker (MV Agusta). L. Stauda (Montesa).
Completed 7 laps.—L. Lindell (H.W.L.). Fastest
Lap.—Taveri, 2m 54.3s, 92.84 m.p.h. (record).

250 c.c. Race—12 laps, 81.18 miles			
	m	s	m.p.h.
1. H. Fugner (MZ)	51	45.4	94.09
2. B. M. B. Hailwood (N.S.U.)	53	16.7	91.60
3. G. Monty (G.M.S.)	54	27.2	89.42

350 c.c. Race—25 laps, 112.75 miles			
	m	s	m.p.h.
1. G. E. Duke (Norton)	1	09 48.1	96.33
2. R. H. P. Anderson (Norton)	1	09 48.6	96.22
3. S. M. B. Hailwood (Norton)	1	10 51.8	95.49
4. A. J. Trow (Norton)	1	11 43.1	94.39
5. O. E. Monty (Norton)	1	11 43.6	94.36
6. M. P. O'Rourke (Norton)	1	12 40.5	93.15

Completed 24 laps.—J. Hempleman (Norton); J. Ahearn (A.J.S.), P. Ferbrache (Norton), F. Klager (Horex). Completed 23 laps.—S. Anderson (Norton), T. Phillis (Norton). Completed 22 laps.—
I. Kauert (A.J.S.). Completed 21 laps.—R. N. Brown (A.J.S.). Fastest Lap.—Anderson, 2m 44.7s, 96.44 m.p.h.

500 c.c. Race—30 laps, 135.3 miles			
	m	s	m.p.h.
1. O. E. Duke (Norton)	1	19 04.3	102.70
2. R. H. P. Anderson (Norton)	1	19 04.7	102.65
3. T. S. Shepherd (Norton)	1	20 06	101.22
4. O. Hocking (Norton)	1	20 10.9	100.91
5. E. Hiller (B.M.W.)	1	20 33	100.60
6. R. N. Brown (Norton)	1	21 34.6	98.98
7. T. Phillis (Norton); S. P. Driver (Norton); S. J. Redman (Norton).	Completed 28 laps.—M. P. O'Rourke (Norton), E. Johansson (Norton), J. Ahearn (Matchless), S. Anderson (Norton). Completed 27 laps.—E. Karlsson (B.M.W.). Fastest Lap.—Duke, 2m 34.8s, 104.95 m.p.h.		

DUTCH MOTO-CROSS

GRAND PRIX

WON BY

G. J. Draper-B.S.A.

(Subject to official confirmation)



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COMPETITION *Commentary* BY RALPH VENABLES

Two Sides to the Medal

Footpaths Controversy Continues : Moto-Cross Spreads

DURING the past year or so, enthusiasts from all over the country have been sending me newspaper cuttings on the subject of motor cyclists using footpaths and bridleways. Sometimes the cuttings have contained reports of council meetings, sometimes letters written by people whose antagonism towards the sport matches their ignorance of the tedious procedure necessary before footpaths and bridleways can be incorporated in a trials route. A month ago came a cutting in which it was stated that the Council for the Preservation of Rural England had pinpointed the Peak District as, "... the worst place in the country for motor-cycle trials which upset local residents." And at the same time *The Hampshire Herald* published a leading article which began: "Concern at the increasing number of motor cyclists riding over footpaths and bridleways is expressed by the West Sussex County Council."

TO the average enthusiast these reports must look like *bona fide* complaints based on fact; but closer investigation reveals a picture far less black than has been painted. For instance, since the introduction of Section 12 of the Road Traffic Act, 1956, permission to include footpaths and bridleways in trials held in the Peak District has been sought on only three occasions—and in West Sussex permission has been sought twice and obtained once. The fact of the matter is, therefore, that since 1956 the use of such tracks for trials has dwindled almost to nil—yet respected members of a county council publicly express concern at the increase in activity!

LAST winter there was a lively exchange of views in the correspondence columns of *The Times* and *The Manchester Guardian* after the Hallamshire Peaks Trial in October, and the ignorance shown by some of the writers was quite appalling—but no more so than is displayed by many county council and parish council members. Jack Wood, organizer of the Hallamshire Peaks Trial, leniently described such folk as being, "unbalanced in their information"—an understatement if ever there was one! However, in the course of this published correspondence, a Mrs. Mary Swift (secretary of the Barnsley Mountaineering Club) did make a valid complaint which I feel cannot be stressed too strongly. "Since the trials," she wrote, "it has been observed that unauthorized motor cyclists have been practising over the area, causing damage to the surface of the paths, proving a danger to the walker and destroying the peace and quiet."

THAT complaint, almost word for word, is what I have encountered time and time again when seeking permission to use footpaths and bridleways. "The competitors behaved very well last year," say the landowners, "but some of the spectators came back the next Sunday and rode up and down the hills and across the private land almost as if they owned the place." What can an organizer do in the face of accusations like that? How can he bring home to these thoughtless few the folly of their behaviour? As a possible palliative I am including a note in the programme of next month's South-Downs Trial to the effect that permission for the use of bridleways has been granted for just the one day, that it applies only to competitors, and that anyone taking a motor vehicle along these tracks is going to ruin all chances of future permission—as well as being liable to a fine of £50.

SPECTATOR attendance at scrambles, it seems to me, is on the increase, and the 58,000 who attended the Moto-Cross Grand Prix at Hawkstone Park constituted an all-time high. Yet at many smaller events, with their interminable novice heats, the spectator appeal is really very scant. Most folk go to watch the experts, and a problem that confronts organizers is how to provide the novices with their fun and yet furnish enough interest for the paying public. Is the adoption of the motocross system a possible solution? It means, of course, that every competitor has several rides—with points scored according to where he finishes in each

race. But results are decided solely on these points, not on a final—and that is where the scheme falls down. No final means no climax, yet the points system has been almost completely adopted on the Continent (except, curiously enough, for the grands prix), and it is now finding favour in America.

IN continental events, as at Hawkstone Park on July 6, the winner is the rider with the lowest score (one point for finishing first, two for finishing second, and so on), but the method accepted in America is exactly the opposite. There the winner is the rider with the greatest number of points at the end of the meeting and, in typical American fashion, the points really are great! They start at 400 (regardless of the number of starters) then drop to 300, 225, 169, 127, 95, 71, 53 and so by curiously irregular jumps down to one for the 20th finisher. "This points system has been adopted," explains my informant, "because it is very unlikely that a tie will occur." That I can well believe!

A DETERMINED attempt is being made by the Builth Club to attract a better entry for this year's Kidston Scramble (September 13). The already generous prize money for the old-established mud-plug has been extended by one-third, a travelling allowance will again be made for competitors coming more than 50 miles, the course is being shortened and no effort will be spared to make Wales's only national scramble as popular as it deserves to be. Unfortunately, the closeness of the International Six Days' Trial will result in such stars as Dave Curtis, Brian Martin, Brian Stonebridge, John Giles and Ron Langston being away. Regulations will be available soon from Mrs. Clare Weale, Hay Road Garage, Builth Wells, Breconshire.

Famous U.S. scrambles rider Jim Goldsmith astride his highly successful Sports Twin A.J.S. With him is his sponsor Norman Rector, a motor-cycle dealer in California. The author discusses the points system used in American moto-cross in column 3



Holiday Notes

Look at Villages

PAINT a mental picture of England and, somewhere in the middle distance, there must surely be a village—perhaps a huddle of red-roofed cottages in a pleasant valley, or maybe a street of stone-built, stone-tiled Cotswold houses straggling over the brow of a hill. But the village is English, be it noted. Picture Scotland and the scene will be of Highland grandeur and sea lochs; Wales, and the stark mountains fill the frame. Villages there certainly are, in both countries, but they do not register in the same way.

LOOK AT A VILLAGE and you may be able to spot the reason for its existence. Settlements arose at convenient river crossings or at the meeting points of several tracks or, on the coast, at inlets which could shelter fishing boats. In districts which were once heavily forested the villages have a scattered appearance, for groups of dwellings were built in clearings in the woods. On the uplands, where water might be scarce, little

clusters of cottages arose around wells or springs. In marshy East Anglia homes were tightly packed on to the few islands of firm ground.

DOWN ON THE PLAINS, in rich farming land, the barons of mediaeval times erected cottages for their workers, near at hand to the manor houses, and so the type of village came into being in which the church and manor dominate the scene. The rolling hills, with lush grass and plentiful water supplies, bred fine, wool-bearing sheep; and in the foothills, lining the streams, there arose villages where spinning and weaving were carried on.

THE EARLY BUILDERS had a happy knack of making their houses merge with the countryside. They succeeded because the houses were built with whatever suitable materials were closest at hand. Look at the black-and-white cottages of Herefordshire and Worcestershire and note the use of oak framing,

roughly hewn from the trees which once surrounded the villages; wattle and daub (sun-baked clay spread over thin wooden laths) filled the gaps between the timbers. A few examples still survive in both counties of the "cruck" house, the original form of simple cottage in which the main timbers were placed together in the shape of an inverted vee reaching from ground to roof-ridge; it was tent-shape, in fact.

THE HILL VILLAGES of the Cotswolds and Yorkshire are built of local stone, but there the resemblance ends. In the dales, the whitewashed cottages seem to emphasize the starkness of their setting. In Gloucestershire and Oxfordshire the stone is softer, more mellow, and so, too, are the villages. Yet each seems exactly right for the respective countryside. Along the coast the weather-boarded houses of the fishing villages reflect local industry, for the builders—who were also the constructors of the fishing boats by which the villagers earned their

What's On

Argyllshire.—August 5 to 9: West Highland Week, Oban and Tobermory.

Ayrshire.—August 8 and 9: Golf, Amateurs v. Professionals, Turnberry.

Bedfordshire.—To August 4: National Gliding Week, Dunstable. August 3 and 4: 1958 World Model Flying Championships, College of Aeronautics, Cranfield, near Bedford. August 4: Traction Engine Rally, Woburn Abbey.

Berkshire.—August 2: Regatta, Maidenhead.

Cambridgeshire.—August 2 to 9: Carnival Week, Falmouth. August 4: Regatta, Newquay; Regatta and Beach Sports, Looe; Car Hill-climb, Trengwainton, Penzance.

Cumbria.—To August 4: Gliding Week, Camphill. August 4: Sports, Keswick.

Devonshire.—August 1 to 6: Royal Marine Tattoo (Exton Royal Marine Camp), Lympstone, near Exeter. August 2 to 4: Navy Days, Plymouth.

Essex.—August 1: Yacht Race, Harwich.

Glamorgan.—August 2, 4 and 5: Cricket, Glamorgan v. New Zealanders, Swansea. Until mid-September, every night except Sundays: *Son et Lumière*, Cardiff Castle.

Gloucestershire.—To August 4: National Gliding Week, Nymphafield. August 1 to September 18: *Son et Lumière*, Gloucester Cathedral.

Hampshire.—August 1: Royal Ocean Racing Club Race, Southsea/Cherbourg. August 2 to 4: Navy Days, Portsmouth. August 3 to 10: Model Yacht Racing, Walpole Park, Gosport. August 6 to 12: County Cricket Week, Portsmouth.

Herefordshire.—August 4: Regatta, Ross.

Ile of Wight.—August 2 to 10: Cowes Week.

Kent.—To August 4: National Gliding Week, Detling. August 1 and 2: Yachting, Herne Bay. August 2 to 8: Cricket Week, Canterbury. August 3 and 4: Sports and Regatta, Erith. August 4: Sailing Festival, Herne Bay. August 4 to 9: Carnival Week, Dover. August 5 to 9: Yachting, Kent Week, Whitstable. August 6: Annual Horse Show and Gymkhana, Broadstairs. To September: Illuminations, Margate. To September 28: Illuminations, Ramsgate.

Kinross.—To August 4: National Gliding Week, Portmouk.

Lancashire.—August 2, 4, 5: Cricket, Lancashire v. Yorkshire, Old Trafford, Manchester.

London.—August 2 to 4: British Games: Great Britain v. British Empire and Commonwealth, White City.

Montgomeryshire.—August 8 and 9: Welsh National Sheep Dog Trials, Machynlleth.

Northamptonshire.—August 1 to 5: National Rally of Boats (Inland Waterways Association), River Embankment, Peterborough.

Somerset.—August 2: Horse Show and Gymkhana, Clevedon. August 6 to 15: County Cricket Week Festival, Weston-super-Mare.

Strathclyde.—August 2: Highland Games—Strathallan Meeting, Bridge of Allan.

Suffolk.—August 3 to 5: Sailing Regattas, Southwold. August 4: Motor-boat Racing, Oulton Broad. August 4: Fête and Regatta, Lowestoft. August 7: Motor-boat Racing, Oulton Broad.

Sussex.—August 2: Regatta, Bexhill-on-Sea.

August 2 to 8: County Cricket Week, Hove. August 6: regatta, Worthing.

Worcestershire.—August 8 and 9: Traction Engine Display, City of Worcester Show.

Yorkshire.—To August 4: Gliding Week, Sutton Bank. August 4: Regatta, York. (A guide to August Bank Holiday sport appears on pages 140 and 141.)

Avoiding Heavy Traffic

MANY MOTOR CYCLISTS from Scotland choose holidays at England's northern coastal resorts. Here is an "Avoid the heavy traffic" route suggested by the R.A.C.'s Glasgow office for enthusiasts travelling from the commercial capital to Scarborough.

Leave Glasgow by the Edinburgh road and so on to A73 at Newhouse. From there travel through Carlisle, Carnwath, Blyth Bridge and Lync Church to Peebles. Leave Peebles on A72 to Walkerburn, Clovenfords and Gala-shiels. Cross the River Tweed and turn left to Melrose. Then take the Jedburgh road, watching out for a steep descent about a mile and a quarter beyond Melrose.

By R.A.C. telephone box 413, bear right to St. Boswells Station and then bear left to Bridgend, turning left at telephone box 48 and so into Jedburgh. Leave Jedburgh as for Camptown and so over the border at Carter Bar. From Carter Bar the route lies through Corbridge and Riding Mill. From there follow A68 to Darlington and then A167 to Northallerton. Thence the route lies by way of A168 to Thirsk, A170 to West Ayton, across the River Derwent and right into East Ayton. By the church turn left, and so into Scarborough. Mileage, 248.



liveliness—used overlapping planks to keep out the wind and rain.

KEEP YOUR EYES open for the villages of England and pause in your travels to study their unique charm. But you will not find the best of them along the main roads. It pays to turn aside, to follow an "interesting" signpost, just now and again.

Cut this out

Correct tyre pressures for any particular machine can be determined accurately only if the load on each wheel is known. This involves placing each wheel in turn on a weighbridge with the model or outfit normally laden and, in the case of a solo, with the minimum possible weight taken by the rider's feet. The chart below shows correct pressures for various loads and tyre sections. If rear-tyre pressure is calculated with only the rider on the machine, the increase for pillion work is about 8 lb sq in for a medium-weight passenger. (Public weighbridges are usually the property of local authorities though they can be found also at railway-station goods yards, in some builders' yards and at some public markets.)

TYRE PRESSURE TABLE

Inflation Pressures lb sq in	Nominal Tyre Section in Inches					
	2.25	2.375	2.50	2.75	3.00	3.25
16	80	120	140	160	200	280
18	100	140	160	180	240	320
20	120	160	180	200	280	350
24	145	185	210	240	350	400
28	170	210	250	300	400	450
32	200	240	280	350	440	500
36	—	—	—	—	480	550

Gas Primus

TESTED in camp during a wet, gusty week-end earlier this month, a sample of the new Primus butane-gas picnic stove performed faultlessly throughout. No windshield was used, yet the flame was never once extinguished; the time taken, in the open, to boil a quart of water in a saucepan varied between nine and 11 minutes. The weight is 2 lb.

Lighting is instantaneous when the valve is opened. The forward sections, manufactured in stainless steel, incorporate the burner assembly and is hinged to form the hot plate which will accommodate all the usual camping utensils (household utensils proved rather too large if stability on grass was to be ensured). Fuel is contained in a throw-away, easily fitted cartridge, price 4s 6d,

which provides for approximately 2½ hours' burning. The flame regulator is so designed that the valve cannot be accidentally opened in transit. In all its aspects, the stove proved to be among the most convenient to use of any marketed today. The price is £4 4s.

Snippets

ISSUED by the city corporation, a booklet entitled "Around and About Aberdeen" is available free of charge to visitors to the famous Scottish city. The booklet contains easy-to-follow maps and details of 11 tours in the surrounding area. Applications should be sent to the Director of Publicity, Corporation of the City of Aberdeen, 24, Union Street, Aberdeen.

AS a companion volume to its popular booklets of routes through France to the Riviera, Costa Brava and Switzerland, the Automobile Association has now issued a book of itineraries to Austria. It suggests a wide variety of outward and return routes by way of the Rhine, the Black Forest and Switzerland and, of course, includes strip maps. *Routes to Austria* is available free to members from headquarters (Fenham House, New Coventry Street, London, W.1) or from county offices.

YET another European country has relaxed the formalities for tourists' machines crossing her frontiers. Customs documents are no longer required for Finland, but precise details of the procedure are not yet available.

LATEST edition of the R.A.C. Guide and Handbook just published contains almost every conceivable item of information the road-farer may require, and includes nearly 200 maps and town plans. Price to members is 8s 6d, or to non-members 12s 6d, from headquarters at 83, Pall Mall, London, S.W.1, or county offices.

B.S.A. owners contemplating a European tour are reminded that a continental guide is available giving details of the whereabouts of

B.S.A. distributors and dealers in Austria, Belgium, Denmark, France, Germany, Holland, Italy, Norway, Portugal, Spain, Sweden and Switzerland. Of pocket size, these reference books can be obtained from the advertising department, B.S.A. Motor Cycles, Ltd., Armour Road, Birmingham, 11. Applications must be accompanied by 3d in stamps to cover postage.

Road Works

ACCORDING to a survey carried out by the Automobile Association, congestion may be expected during the week ahead in the following localities:—

Holiday Routes

A361 (Taunton-Bampton).—Wivelacombe: road reconstruction two and a half miles west of the town. From: diversion because of excavations.

A303 (Mere-Wincanton).—Single line traffic at Mere, eight miles north-east of Wincanton; road construction.

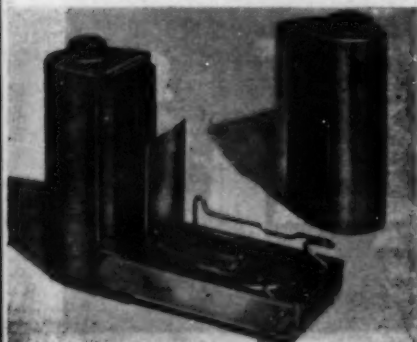
Through Routes

A1 (London-Edinburgh).—Alconbury-Stamford: single-line traffic at Norman Cross. Durham-Darlington: single-line traffic and a diversion at Croxdale, four miles south of Durham.

A3 (London-Portsmouth).—Guildford By-pass: single-line traffic; construction of dual carriageway.

A4 (London-Bath).—Box Village, seven miles west of Chippenham: single-line traffic.

A6 (London-Carlisle).—Pearth-Kendal: single-line traffic one and a half miles south of Shap; road reconstruction. Kendal-Carnforth: single-line traffic at Milthorpe.





Letters to the Editor

Latter-day Buonaparte? This fine figure with characteristic Napoleonic stance, captain of the Vespa Club of Bern, is taking part in a scooter rally held in Brussels (see opposite page).

Couldn't Care Less

Would a Guide to Repairers Help?

I HAVE read with interest the correspondence in your columns on the subject of the service given—or not given—to motor cyclists by the average garage. This indifference has, of course, been apparent for a very long time.

Many years ago motor-cycle manufacturers and dealers got together in an endeavour to remedy the situation and, as a result, the manufacturers agreed to do everything in their power to encourage and protect the genuine motor-cycle dealer who was prepared to give service. The method adopted was to require anyone wishing to handle new motor cycles to enter into an agreement under which he undertook to give service not only to the particular make of motor cycle for which he was appointed agent, but to all makes.

This arrangement at one and the same time required a high standard of service from motor-cycle dealers and protected their interests by preventing the ordinary garage from dealing in new motor cycles at all unless they were prepared to enter into an agreement and give proper service, etc. The result is that there is now a network of specialist motor-cycle dealers ready to give efficient service up and down the country, and there are few spots in the United Kingdom where approved repairers cannot be found within reasonable distance.

This correspondence has reminded me that perhaps we could publish a list of these specialist dealers in booklet form which motor cyclists could carry with them on their travels. If this scheme would be helpful, we are certainly ready to consider it.

Coventry.

H. M. PALIN,
Director, British Motor
Cycle Industries Association

Road Scouts Will Fix Flats

REGARDING the letters from "Old Timer" and W. G. Skinner in the July 17 issue about the reluctance on the part of garages to do puncture repairs on motor cycles; surely the remedy is simple? For a lot less than a shilling a week, join one of the motoring organizations. My choice was the A.A. and on one occasion I had my rear tyre split to blazes near

Ripley. Within 20 minutes or so a patrol was along with a new tyre on his box. I had removed the back wheel while waiting but finishing the job was done very quickly and efficiently by the patrolman.

London, S.W.15.

A. R. PAGE

Moto-Cross des Nations

Let Us Preserve the Team Spirit

IT is beyond my comprehension why Ralph Venables should get so hot under the collar about the omission of Jeff Smith from the British team to ride in the Moto-Cross des Nations in September (Competition Commentary, July 17). Smith is, of course, right in the world's-champion class but that does not necessarily make him an ideal team man. Does Ralph Venables remember his school days when—if he went to the right school—the emphasis was on team games rather than on individual brilliance?

I cannot say whether Smith is or is not a good team man—and it is none of my business—but I have confidence in the A.C.U. sub-committee which decided that, all things considered, John Draper, Dave Curtis, Brian Martin, Ron Langton and the Rickman brothers were the best six available. Ralph Venables is perfectly entitled to comment on the selection and to make his own suggestions but he is wrong to take the line that, because Smith is a brilliant scrambler, he automatically ranks for inclusion.

He is wrong, also, to imply that there is any special merit in Smith's being first home in the last three contests. Smith rode magnificently, no doubt, but if he was leading the field on the first lap or two, team control would have ensured that no other British rider would try to overtake him, assuming there was no threat on aggregate time from another team.

I can remember some years ago when Belgium had the best individual scramblers in Europe. But the British team beat the Belgians simply because our chaps obeyed pit signals and let the two Belgians in the lead, with their eyes glued on the lustre of an individual win, run each other into the ground.

Team events rank higher than individual events. That is why, I suggest, the International Six Days' Trial is of greater importance than, say, the T.T. Since the first Moto-Cross des Nations in 1947 the A.C.U. has jealously preserved the team spirit and for that reason Great Britain can claim eight wins in 11 meetings. Long may the emphasis be on teams as distinct from individuals. And I shall brain the next chap I hear talking about a rider winning the Moto-Cross des Nations.

London, S.W.16

"NAILBOX"

Water Injection

Comments from One who has Experimented

REGARDING Mr. Hallett's elucidatory remarks concerning water injection in the issue for July 17, I was most interested in the reaction he illustrated, namely that, under certain conditions, carbon will react with steam to produce carbon monoxide and hydrogen. This reiterates my belief that if an engine is fitted

The festival fashion is not confined to continental countries alone. Here is a scene from the Soho Fair, London, in which Lambretta clubmen take part with a decorated float





... and here is the team that won the award for the best costume: the British contingent complete with bowler, striped bags, folded newspaper and the appropriate tightly rolled umbrella!

with a water injection device immediately following a decoke it will again require dismantling, for the primary purpose of regrounding the valves, only after a very protracted period—say, 40,000 miles—provided the valves were originally in good condition. The reaction is essentially a decarbonizing reaction in which the products will be expelled via the exhaust valve.

I should like to point out that water due to combustion lies behind the flame wall, while that due to injection lies in front also, a significant fact in terms both of slowing down the speed of the flame wall and of assisting in the decoke reaction just mentioned.

The greatest benefit which can be derived from any water-feeding device, balancing economy with performance, occurs when attempts are made to convert the normal motor-cycle engine into a cross between an internal-combustion engine and a steam engine: the speed of the flame wall is increased by weakening the mixture in addition to using low-octane fuel, which necessitates a larger supply of water to the engine and thus utilizes the physical properties of steam to the greatest possible extent.

A very simple device that I have fitted to my machine synchronizes an average feed of one part of water to three of petrol by volume, under all conditions of speed and load. Pinking when the throttle was snapped open has also been overcome. Using a weak mixture and commercial fuel, there is a saving of £1 per 500 touring miles.

There is a critical average quantity of water: which can be fed to an engine, beyond which the engine oil will tend to sludge, adversely affecting its properties as a lubricant. For the B.S.A. Road Rocket that proportion is approximately 1 in 2 parts water to fuel.

Newquay, Cornwall.

Thruxton 500-mile Race

Reply from the Clerk of the Course

IT is a great pity that "Irish Darkhorse," whose letter was published on July 17, was unable to leave his stable at Larkhill and canter over to nearby Thruxton on the evening before the 500-mile Race. Had he done so at any time between 6 and

10 p.m. he would have seen the mechanical sweeper he so earnestly desires brushing the entire racing circuit.

Since only one quarter of the runway width is used for racing purposes, it is quite unnecessary to sweep the full width, and the loose stones which caused your correspondent so much concern were, in fact, those which the mechanical sweeper had removed from the racing line. The same sweeper will be performing its usual task again on the eve of the August Bank Holiday meeting at Thruxton, but perhaps it would be of far greater interest to "Irish Darkhorse" if I concluded by saying that this year there will be some excellent corn in the fields which adjoin the circuit.

Bitterne, Southampton.

NEVILLE GOSS

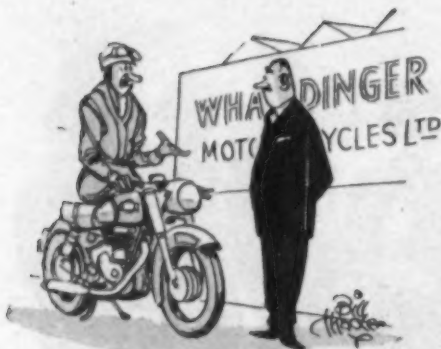
Insurance Premiums

A Useful Tip About the Green Card

READER Jim Reid (July 17) is not alone in his resentment at the very heavy additional charge made for the motor cyclists' green card for continental cover. In view of the fact that one cannot ride at home and abroad at the same time, the charge for two weeks' foreign travel is not £2 12s 6d, but about £2 15s 0d.

In my experience insurance companies behave in a very skinflint manner with regard to the dating of the green card. The proposal form asks for the period one expects to be abroad. If the applicant thoughtlessly puts down the dates of his two, or perhaps three, weeks' holiday he will most certainly receive a card bearing those dates, despite the fact that he has paid for three months abroad. Should he stay longer than anticipated he may be involved in a good deal of expense and inconvenience. Try explaining in a foreign language that the green card does not really mean what it says and that British insurance companies always pay up even if the card is out of date! I have

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1., and must be accompanied by the writer's name and address.



'No, no . . . when I say that the front fork is 'topping' I'm not praising it—I'm making a complaint'

done so in imagination but I didn't really believe my own story!

May I advise applicants for the green card to request that it be dated two weeks or more beyond the expected date of their return? It will not cost any more and may save time, trouble and money.

S. D. SMITH

Greenford, Middlesex.

Slipshod Regulations

Experiences in an All-night Road Trial

HOW right Ralph Venables is with his comments (July 3) on slipshod regulations. Two days after his notes appeared, I competed in a local restricted-to-centre all-night road trial, the regulations for which included the following clause: "Any driver stopping within sight of an observer at any check will lose 30 marks at each check at which this occurs." On the next page: "At secret checks it will be the driver's responsibility to stop."

Obviously a correction should have been insisted upon by the centre secretary before issuing the permit.

The R.A.C. standing supplementary regulations for car rallies provide for most contingencies and are a model of clarity and conciseness which might well be followed by organizers of motor-cycle events of this type. Incidentally, the R.A.C. regulations are obligatory when the event is held under a joint R.A.C.-A.C.U. permit.

Another difficulty to contend with is ambiguously worded route-card instructions. Often one has to be a bit of a thought reader to decide what they mean. In this same event, for instance, drivers were required to go from one map reference to the next by the shortest route, using only "coloured" roads on the one-inch O.S. map. Nevertheless there was a secret check on a new by-pass road not shown on the map! Unfortunately we weren't psychic enough, and missed it.

Bristol, 6.

I. GORDON MACLEOD

Voice of Experience

A Four-year Enthusiast Gives His Views

HERE are my observations after four years of motor cycling. Concentration and anticipation of the unexpected are important factors in road safety. I find that vigilance on a familiar stretch of road has to be as keen as on a strange road. People have travelled hundreds of miles away from home only to be involved in an accident, perhaps within sight of their own front door.

Two points on which car drivers fail to give motor cyclists due consideration are, first, the proneness of a two-wheeler to skid when forced to brake hard on a wet road; secondly, the throwing of burning cigarette ends out of car windows.

Another of my grouses is against people who allow cats and dogs to roam on main roads at night.

The A.A. and R.A.C. should make representations to county councils requesting that contractors who undertake the laying of pipes, cables and so on, should relay the surfaces properly and carry out topping-up of the channels until the foundations

have settled. The correct laying of inspection covers should have more attention. The majority are either above or below the surface of the road; very few are level.

Manufacturers, especially of two-strokes, should all aim to improve the standard of silencing. I love to be astride a machine and hear the exhaust as the miles tot up. However, when I am nearly asleep and a motor cycle with a sharp exhaust note awakens me, I am not so enthusiastic. I have found that the noise emitted by motor cycles is one of the main factors of criticism by the general public. If an all-round improvement were made the police would have a better scope to prosecute those who tamper with their silencers.

My last grouse is that vehicle parks, especially council parks that charge 6d for a motor cycle, should at least provide a section which is used for motor cycles only, with a hard and level surface where one's stand does not sink into the ground and the machine topple over.

DENNIS G. HENDERSON

Wadebridge, Cornwall.

Unsupported on One Side

Experience with Broken Stub Axle

WHEN stub axles came into common use on motor scooters some years ago, any doubts expressed as to their safety were promptly met with such comments as: "Motor cars have used them for years" and "What about the Spitfire undercarriage?" Here is my experience of them.

In 1955, after covering 11,000 miles from new, the pivot stub axle of the bellcrank of my sidecar sprung wheel broke. Luckily no physical injury was caused as I was only travelling slowly at the time.

This week the stub axle of the rear wheel of my scooter broke when I was travelling at 30 m.p.h. on a busy main road. I count myself very fortunate to have escaped with nothing more than a sprained ankle and a few bruises.

Perhaps I have been unlucky, but never again will I risk my neck on a stub-axled two-wheeler or three-wheeler.

Baddesley Clinton, Warwickshire.

J. ECKITT

Diesel Smoke Nuisance

Exhausts Should Discharge Above Vehicles

WHILE heartily agreeing with Mr. Gilhooly's remarks regarding diesel smoke (July 17), I would suggest that a better solution would be legislation compelling all diesel lorries to have their exhaust systems swept upward and terminating not less than 6 to 8ft from the ground.

Most of the smoke caused by diesels arises, I understand, through the driver using the mixture enrichment to give more power on hills. Therefore the lorry itself may be in perfect condition, but able to make smoke at the driver's whim, and until lorries have the power-to-weight ratio of motor cycles, drivers will continue to make their vehicles imitate power stations!

Bromley, Kent.

GEORGE V. SIMPSON





The Swedish Grand Prix

26/27 July, 1958

1st 2nd 3rd in all four solo events

500 c.c.

- 1st** G. Duke(Norton)
2nd R. H. Dale ... (B.M.W.)
3rd T. Shepherd ... (Norton)

350 c.c.

- 1st** G. Duke..... (Norton)
2nd R. Anderson ... (Norton)
3rd M. Hailwood... (Norton)

250 c.c.

- 1st** H. Fugner (MZ)
2nd M. Hailwood... (N.S.U.)
3rd G. Monty (G.M.S.)

125 c.c.

- 1st** A. Gandossi ... (Ducati)
2nd L. Taveri (Ducati)
3rd C. Ubbiali (MV Agusta)

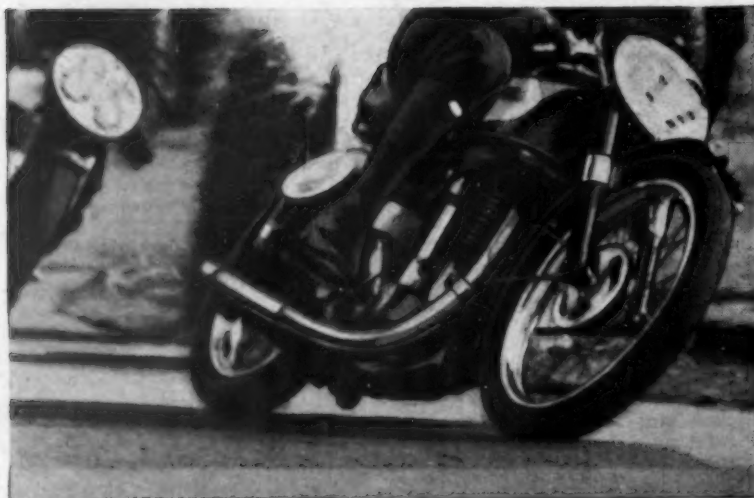
*Record Average Race Speed—
 A. Gandossi, 91.24 m.p.h.
 Record Lap—L. Taveri, 92.84 m.p.h.*

(Subject to official confirmation)



Another victory for BP

Swedish Grand Prix



250 c.c.

1st H. Fugner **M.Z.**

2nd
M. Hailwood **N.S.U.**

All using BP Super and
BP Energol

(subject to
official confirmation)



**You too can
use
BP Products
in your
machine**

Drive in where you see the BP Sign



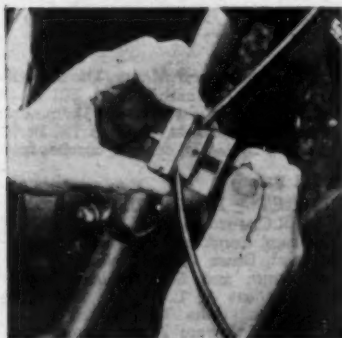
Accessories Review

Cable Lubricator

ONE of the most successful of present-day cable lubricators, the B and S, incorporates a curved former which clamps the cable to an oilway-equipped rubber block. Oil is inserted either by grease gun or pressure oil can. As the former is tightened, so the cable is bent into a curve and hence the coils of the casing are opened up on the outside of the bend. Two small nicks cut in the waterproof covering were all that

tage of the polythene stopper is, of course, that it can be washed and does not grow "fusty" as corks nearly always do. The model tested was the Vacco Master V.M.S.2. Another version, the T.F.2, has a compartment below the vacuum container in which is housed a small plastic bottle for holding milk.

Price of the V.M.S.2 is 7s 6d and of the T.F.2, 9s 3d. Makers are Vacco, Ltd., Grosvenor Gardens House, Grosvenor Gardens, London, S.W.1.



The B and S cable lubricator in use

proved necessary to permit ready entry of the oil. The lubricator is, of course, fitted to a cable only when required—it does not remain *in situ*.

Prices are 5s 6d without nipple and 6s 3d with nipple. The manufacturers are B and S Precision Contracts, Pavement Square, rear of 237, Lower Addiscombe Road, Croydon, Surrey.

Screw-top Flask

THE unusual—and welcome—feature of the Vacco vacuum flask is that the stopper is of screw-in type. It is made of polythene and was found during tests to provide a perfect seal even when the flask was carried horizontally, in a haversack, during runs that included cross-country going. Another advan-

Licence Holder

A WORTHWHILE improvement found on the latest Romac licence holder is that the back is fitted with two small lugs which allow it to be readily unscrewed for removal or insertion of the licence. The rim is chromium-plated and backed by a deep rubber washer to ensure a watertight seal between it and the glass. The price is 2s 9d. Manufacturers are Romac Industries, Ltd., Romac Works, The Hyde, London, N.W.9.

Lightweight Goggles

A NEW goggle introduced to the Stadium range is designated the No. 373 Elite and costs only 7s 6d. The facepiece is manufactured from pliable p.v.c. material, backed with foam rubber which effectively seals out draughts. Upper and lower surfaces of the



Eyepieces of the Stadium goggle are in plastic

eyepiece surrounds are perforated for ventilation. Eyepieces are in celluloid and readily replaceable (spare lenses cost 1s 6d per pair). The $\frac{1}{4}$ in wide rubber headband is adjustable. Manufacturers are Stadium, Ltd., 30-36, Queensway, Ponders End, Middlesex.



Clever but simple licence-disc holder by Romac

Simple Tool

LATEST piston-ring compressor introduced by the Terry concern consists simply of a partial ring of 1 in wide $\times \frac{1}{8}$ in thick spring steel with the ends turned over to accept the cross-pieces locating the adjusting screw. A useful range of sizes is available. The price is 2s. Makers are Herbert Terry and Sons, Ltd., Redditch, Worcestershire.

Windscreen Mirror

THE Barnacle $3\frac{1}{2} \times 2\frac{1}{2}$ in mirror of the pattern normally fitted to cars has been subjected to test on a fairing-type windscreen. The mirror embodies a ball joint for setting the angle and is attached by means of a suction cup: the suction is produced mechanically by rotation of a knurled knob. Thus no drilling of the screen is necessary to fit the mirror.

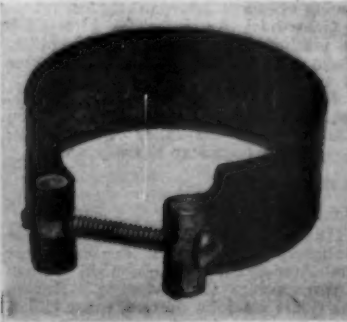
In spite of the curvature of the screen concerned and its tendency to flap on bumpy road surfaces, the mirror remained securely attached throughout the test. An ample field of vision was provided and the fact that the mirror was so near the line of sight made its use much more convenient than in the case with handlebar mounting. The screen, of course, protects the mirror from damage.

The Barnacle mirror is well finished and the size under review—the smallest of a comprehensive range—costs 7s 8d with flat glass or 9s 3d with convex glass. The makers are Barnacle, Ltd., Bensham Lane, Croydon, Surrey.

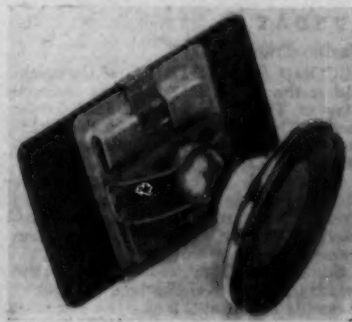
The Vacco flask screw cap is in plastic



Piston-ring compressor by the Terry concern



The Barnacle mirror is secured by suction





Guide to August

A COMPREHENSIVE PROGRAMME

COVERING VIRTUALLY

EVERY FACET OF MOTOR-

CYCLE SPORT

SATURDAY

Red Rose Trial

MOST IMPORTANT EVENT to be staged on Saturday is the North Western Centre's national Red Rose Trial. Start is at the Red Lion Hotel, Shawforth, near Rochdale, Lancashire, and the first rider will leave at 1 p.m.

Road Race.—In Ireland the North Armagh Club is organizing a meeting in the Public Park, Lurgan, County Armagh. The length of the circuit is just under a mile and the first race (for 50 c.c. machines) begins at 3 p.m.

Scrambles.—Scene of the All-Wales Championship Scramble, run by the Richard Thomas and Baldwins Club, is Silent Valley, Waulwyd, Ebbw Vale. Racing starts at 3 p.m.

Timed to start at 6 p.m., The Pennennis Club's meeting is to be held at Woodcock Corner, Truro, Cornwall.

Grass-track Racing.—Lydney, Gloucestershire, is the venue for the West Gloucestershire and Dean Forest Club's meeting. First race is at 3 p.m.

The Irish Club is organizing a meeting at Terenure College, Terenure, Dublin. Start is at 3 p.m.

SUNDAY

Clayton Trophy Trial

SECOND MAJOR TRIAL of the weekend is the Wood Green Club's national Clayton Trophy Trial—the 23rd in the series. The start will be from the Brierlow Bar Garage, near Buxton, Derbyshire, at 10.30 a.m.

Also to be held on Sunday is the Blackmore Vale Club's Allum Sporting Trial. The start is at Mill Lane, Trent, near Sherborne, Dorset. First man leaves at 2 p.m.

Scrambles.—Organized by the Portsmouth Club, the Kaj Bounebusch Trophy Scramble begins at 2 p.m. The course is

at Old Idsworth Farm, Horndean, near Portsmouth.

The Sturminster Newton Club's Battle of Britain Trophy Scramble is at Bulbarrow Hill, near Blandford, Dorset. Racing begins at 2.30 p.m.

In Devonshire the Moretonhampstead Club is to stage a meeting at Great Widfields Farm, Inwardleigh, near Okehampton. The meeting starts at 3 p.m.

Bowsey Wood Farm, Betley, near Crewe, Cheshire, is the venue for the Crewe and South Cheshire Club's meeting which starts at 2.30 p.m.

A few miles to the north, in Lancashire, the Thirsk Club is to organize a scramble at Boltby. Racing starts at 2.30 p.m.

The Banbury N.O.B.A.C. August Scramble is at Pesthouse, near Deddington, Oxfordshire. First race is at 2 p.m.

In the South-Midland Centre the Alcester Club is to run a scramble at Feckenham, near Redditch, Worcestershire. The programme begins at 2 p.m.

Welsh enthusiasts will have the opportunity of seeing the Mid-Glamorgan meeting at Ty-chwyth Farm, Rhiwceilog, Pencoed. The route to the course will be marked from the Bridgend roundabout; racing begins at 2.30 p.m.

Grass-track Racing.—The Astra Club is putting on a meeting at Geddinge Farm, near Canterbury, Kent. First race is at 2.30 p.m.

Hill-climb.—Mumberry Hill, Westleton, Suffolk, is the scene of the Leiston Club's Across-the-Valley event. The programme begins at 2 p.m.

MONDAY

A.C.U. Championships

THRUXTON AERODROME, near Andover, Hampshire, is the venue for the Auto-Cycle Union's 1958 British Championships Race Meeting. Among the riders are John Surtees, Ernst Hiller,

Derek Minter, Geoff Monty, Dave Chadwick, Florian Camathias and Bill Boddice. First race is at 1 p.m. Admission charges are adults 4s, children 1s. Parking: motor cycles 2s, cars 4s; coaches free.

Crystal Palace

ENTRIES RECEIVED for the B.M.C.R.C. road races at Crystal Palace, Sydenham, London, S.E.26, include Mike Hailwood, Bruce Daniels, Ned Minihan, Cyril Smith and Bob Robinson. The meeting starts at 1.30 p.m. Admission charges are adults 3s, children 1s 6d. Parking charges are 2s for motor cycles and 5s for cars.

Oulton Park

THE CHESHIRE CENTRE Championship meeting at Oulton Park, near Tarporley, Cheshire, has attracted most of the star riders, among them Bob McIntyre, Geoff Duke, Terry Shepherd, Dickie Dale, Bob Anderson and Pip Harris. Racing begins at 11.35 a.m.

Cadwell Park

FIVE-AND-A-HALF HOURS of racing will be served up to Lincolnshire enthusiasts at the famous Park. Among those competing are George Catlin, Peter Middleton, Dan Shorey and Owen Greenwood. Cadwell Park is near Louth, Lincolnshire; racing begins at 12.30 p.m.

Scrambles.—John Draper, Jeff Smith, Brian Martin and Arthur Lampkin are among the many stars who have entered for the Ipswich Club's national meeting at Shrubland Park, Claydon, near Ipswich, Suffolk. Racing begins at 2 p.m. and admission costs 3s. Car-park charge for motor cycles is 1s 6d and for cars 2s 6d.

In Wales, the Saundersfoot Club's Pembrokeshire Grand National will be held at Clayford, near Tenby. First race is at 3 p.m.

The Ludlow Castle Club's Scramble at Green Farm, Richards Castle, near Ludlow, Shropshire, will begin at 2.30 p.m.

Venue for the Southend Club's motocross meeting is The Salvation Army Colony, Hadleigh, Essex. First race is at 2 p.m.

The Broughton and Bretton Club is to run a meeting at Hawarden Park, Hawarden, near Chester. The programme is timed to start at 2 p.m.

Bank Holiday Entertainment

The course to be used for the Double Five Club's scramble is near Jewels Hill, near Biggin Hill Airfield, Kent. Racing begins at 1 p.m.

A seven-race programme is to be put on by the Cambridge Centaur Club. Venue is Spring Close, Burwell, Cambridgeshire. The meeting is timed to start at 2 p.m.

The North Devon Club is to hold a scramble at Home Farm, Fremington, Barnstaple—first race at 3 p.m.

In Northamptonshire, the Rushden Query Club will run a meeting in conjunction with the Grendon Gymkhana, at Grendon. The meeting is to start at 5 p.m.

Farther north, in Durham, the Middlesbrough Club's scramble at Hob Hill, Saltburn, starts at 3 p.m.

The Barrow Club's fixture at St. Helen's Farm, Dalton in Furness, Lancashire, will begin at 2.15 p.m.

Grass-track Racing.—Church Farm, Stratford-on-Avon, is the venue for the Stratford Club's meeting. Racing begins at 2.30 p.m.

Middle Barn Farm, Pulborough, Sussex, is one of the most popular tracks in the South-Eastern Centre. The Horsham Club's fixture will begin at 1 p.m.

Ten races are included in the programme of the Totton Club's grass-track meeting to be held at Westfield Farm, Hammonds Green, Totton, Hampshire. First race is at 2 p.m.

Park Farm Circuit, Northaw, near Potters Bar, Middlesex, is the venue for



the Vampire Club's meeting. Racing starts at 2 p.m.

The Retford Club's Richmond Trophy Races are to be held at Tuxford, near Retford, Nottinghamshire. The seven-event programme begins at 2.30 p.m.

In the West Country the Ledbury Club will be running a meeting at Holt, Ross Road, Ledbury, Herefordshire. Racing starts at 5.45 p.m.

The Armthorpe Ace Club will stage its fixture in conjunction with the Sykhouse

Show. Sykhouse is near Doncaster and racing begins at 7 p.m.

Moto-ball.—The North Hants Club will be playing their old rivals from the Border Club at Hurst, near Reading, Berkshire. Kick-off is at 3.30 p.m.

Hill-climb.—Oulton Park racegoers can extend their day's fun by going to the Nantwich hill-climb at the Castle, Beeston, near Tarporley, Cheshire. The venue is a mere three miles from Oulton Park and the programme begins at 6 p.m.

Mopeds Not Allowed

Experiments on Preston By-pass to Exclude Slow-moving Vehicles: Guide to Policy for Longer Motorways

SINCE plans for motorways were first considered, it has been obvious that special rules on speed limits and on types of vehicles to use the new highways would have to be introduced. First development is a proposal by the Minister of Transport that traffic likely to be slow in relation to the general flow should be reduced as far as possible. (It has already been ruled that cycles will not be permitted on motorways.) He intends, therefore, to carry out experiments on the Preston By-pass. The Order will exclude mopeds and motor-assisted bicycles with engines of less than 50 c.c., farm tractors and similar machines, and vehicles carrying abnormal indivisible loads.

At present it is not proposed to apply either upper or lower speed limits. Those vehicles for which maximum speeds are stipulated when they are on normal roads will be exempt from these restrictions except when towing trailers with fewer than four wheels or with four close-coupled wheels; then a 40 m.p.h. maximum will apply.

The eight-mile Preston By-pass has been chosen for the experiment because it is being built to motorway standards and is expected to be opened in November. Experience

gained will guide policy on the rules for longer motorways.

Special regulations applying to motorways will prohibit stopping or parking except on the hard shoulders at the sides of the roads and then only in an emergency or breakdown. (Provision will eventually be made for parking or waiting at service areas.)

A code designed to emphasize the difference between driving on motorways and on ordinary roads is to be prepared. Prominence will be given to the importance of observing lane discipline and to long advance warning of intention when joining or leaving a motorway.

Unorthodox Moped

SIMPLE yet unorthodox, the Birmingham-made Powell Joybike is in small-scale production both as a moped and, with extensive weather shielding, as a scooterette. Both models are based on an open, bicycle-type frame, powered by a 49.9 c.c. Trojan two-stroke engine mounted in an inverted position behind the saddle tube. Primary drive is by vee-belt to a countershaft carried

on a sub-frame pivoted from a point just ahead of the rear-wheel spindle.

As the Joybike is virtually hand-built to customer's specification it can be provided with a normal cycle freewheel or with Sturmey-Archer three-speed hub gears, while the auxiliary drive may be single-speed (with free-engine position for halts in traffic) or with three speeds, obtained by means of a spring-loaded expanding pulley on the engine shaft.

Prices of the models vary according to specification but, in three-speed form, the moped is listed at £55, including purchase tax; total price of the scooterette is £65. Makers are H. V. Powell (Cycles), Ltd., 96-98, Birchfield Road, Birmingham, 19.

Henry Teage

MANY older readers will join us in sorrow at the news of the death last week, at the age of 72 years, of Henry D. Teage, M.I.Mech.E., perhaps better known in these pages as "Ubique."

Henry Teage was a member of The Motor Cycle staff for nearly 30 years and from 1920 until his retirement in 1942 was Technical Editor. He was a charming man with immense knowledge of motor-cycle design and, both through these columns and in consequence of his opinions constantly being sought by manufacturers, did much to bring motor cycles to their present excellence.

We extend our deep sympathy to his wife and to his son, Alan.

Duke's Lightweight Three-fifty

Interesting Racer Reaches Testing Stage at Nürburgring Tryout : Special Engine with Valve Enclosure and Double Coil Valve Springs Being Prepared

FOR seven or eight years, as undisputed king-pin of the racing world, Geoff Duke worked in the closest co-operation with the Norton and Gilera development engineers—Joe Craig and Piero Taruffi respectively. It is no exaggeration to say that they would not have developed their factory specials to such a high standard of raceworthiness without Duke's flair for analysis and constructive criticism.

Naturally he acquired firm views on racing design and they are plain to see in his lightweight three-fifty which had its first real airing during practising for the German Grand Prix at the Nürburgring (Duke rode one of Reg Dearden's Manx Nortons in the race). Though Geoff's scope for fundamental development is now more limited than it was when he enjoyed full factory backing, the new model bristles with interest. Its behaviour on the Nürburgring was most encouraging, especially the steering.

About the only criticism he made was that front and rear springing are a trifle too hard. This is partly due to the fact that the model weighs only 262 lb (some 40 to 50 lb lighter than a production racing three-fifty) whereas the wheels, which account for most of the unsprung weight, are standard parts (the front is from a 7R A.J.S. and the rear from a Manx Norton). Hence the ratio of sprung to unsprung weight is slightly reduced. But in the absence of lighter wheels, Duke says there is plenty of scope for lowering the spring poundage of the Woodhead-Monroe shock absorbers. In any case,

the criticism would probably not apply on a smoother circuit such as Assen, Francorchamps or Monza; the Nürburgring nowadays is diabolically bumpy.

Unorthodoxy is most apparent in frame and fork construction. Welded in light-gauge Reynolds 531 tubing, the duplex-loop frame has a single front down tube of 3½ in diameter which acts as a container for engine oil. That layout not only saves about 5 lb as compared with a

intake and makes it easier to experiment with induction-pipe length.

Duke has chosen a bottom-link front fork with the hydraulically damped shock absorbers concealed for most of their length within the stanchion tubes. Those tubes are welded, not clamped, to the upper and lower yokes—a method which makes for rigidity as well as lightness. Geometry of the links is arranged to give a substantially constant wheelbase throughout the full range of fork deflection, and fork trail (which varies with deflection) is considerably less than is customary on racing models having telescopic forks. The small trail affords light steering and is made possible because the trail (and hence the self-steering tendency) is at a maximum when it is most needed—that is, when the front wheel is lightly loaded and the fork fully extended—and at a minimum on full bump. Rear suspension is by pivoted fork.

Both the single-leading-shoe rear brake and the front brake (two-leading-shoe type) are cable operated and have floating shoe plates. Geoff never contemplated direct anchorage of the plates to the rear fork arm or front fork link; for, under heavy braking, that arrangement causes the rear wheel to hop and the front fork to lock fully extended. Instead he uses a true parallelogram linkage at the front which isolates fork action entirely from brake torque (he has no great love for front linkages which are not quite parallelograms; though they resist nose dipping under heavy braking, they do so only by stiffening the fork action). The rear linkage is slightly off parallelogram form and tends to press the wheel harder on the road during braking.

The engine used for the tryout in Germany was a 1958 Manx Norton unit converted to the use of double coil valve springs. Made in America from a special grade of steel, they are more than adequate for the job. Duke is building a special 80mm-bore engine and coil valve springs will facilitate the proposed enclosure of the valve gear. Objects of the enclosure are to obviate oil leakage from the cambox and to permit a freer fit for the tappets in their bushes; on standard engines an undesirably close fit is usual in an endeavour to reduce oil leakage. Other features will be a one-piece crankshaft (stroke, 69.5mm) with an external flywheel and a split plain big-end bearing, and a plated cylinder bore.

The Peel plastic dolphin fairing fitted to the lightweight three-fifty is made in three parts. The sides are detachable for ease of maintenance but the most interesting feature is the bridging by the middle part of most of the gap normally found between the forward edges of the sides. The result is better penetration and air flow to the engine.

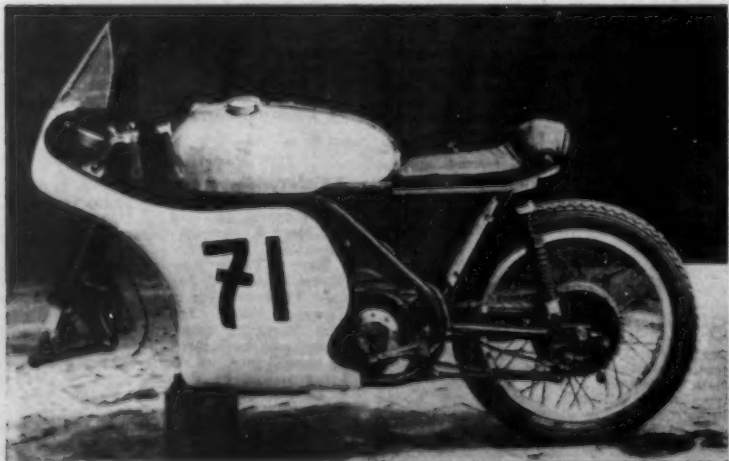
V. H. W.



Geoff Duke

separate tank; it also helps to achieve a forward weight distribution, which Geoff favours for good steering, and results in slightly better oil cooling. More than that, the absence of an oil tank in the conventional position allows plenty of breathing space around the carburettor

The light three-fifty, minus front wheel. This shot, taken after tests at the Nürburgring, shows the frame and fork layout and the brake-plate linkage



Mobil sweeps the board again!

GERMAN GRAND PRIX

500 c.c. CLASS

1st	J. Surtees	-	-	-	-	-	MV AGUSTA
2nd	J. Hartle	-	-	-	-	-	MV AGUSTA

350 c.c. CLASS

1st	J. Surtees	-	-	-	-	-	MV AGUSTA
2nd	J. Hartle	-	-	-	-	-	MV AGUSTA

250 c.c. CLASS

1st	T. Provini	-	-	-	-	-	MV AGUSTA
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125 c.c. CLASS

1st	C. Ubbiali	-	-	-	-	-	MV AGUSTA
2nd	T. Provini	-	-	-	-	-	MV AGUSTA

(Subject to official confirmation)

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1st	J. V. SMITH	B.S.A.
JUNIOR RACE		
1st	D. G. CURTIS	Matchless
LIGHTWEIGHT RACE		
1st	B. G. STONEBRIDGE	Greeves
ULTRA-LIGHTWEIGHT RACE		
1st	B. G. STONEBRIDGE	Greeves

SWEDISH GRAND PRIX

250 c.c. CLASS		
1st	H. FUGNER	MZ
2nd	S. M. B. HAILWOOD	N.S.U.
3rd	G. MONTY	GMS
350 c.c. CLASS		
1st	G. DUKE	Norton
2nd	R. H. ANDERSON	Norton
3rd	S. M. B. HAILWOOD	Norton
500 c.c. CLASS		
1st	G. DUKE	Norton
3rd	T. S. SHEPHERD	Norton

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Draper Wins Grand Prix

British Rider First in Netherlands Moto-cross After Times Taken into Account to Decide Triple Tie on Points



John Draper

PROBABLY never before in the history of grand prix moto-cross has there been a closer finish than there was at the Dutch meeting at St. Anthonis last Sunday. After the two races the result was a triple tie on points! The riders concerned were John Draper (B.S.A.), Albert Dirks (B.S.A.), Holland, and René Baeten (F.N.), Belgium, each with 48 points (scoring was on the basis of 25 points for a win, 24 for second place and so on down the scale. In order to resolve the tie, aggregate times were taken into account—and John Draper emerged the winner with a 16s advantage over Dirks who, in turn, had a 13s lead over Baeten.

The weather was dry but cloudy. There had been heavy rain on the Saturday but it had made no difference to the state of the course which is very flat and has a surface of deep, loose sand. Among the vast crowd—estimated at 30,000—were the heads of the Czech, Turkish and West German legations in Holland: such is the prestige of big-time scrambling on the other side of the Channel.

Both races were run over 15 laps. The order of the leaders after the opening lap of the first race was Bill Nilsson (A.J.S.), Sweden, Baeten and Draper. Hubert Scaillet (F.N.), Belgium, lay third until reaching the long straight leading to the start-and-finish line when his machine got into a fantastic lock-to-lock wobble; he fell heavily and Draper rode round him.

Scaillet's was not the only spill, for on the second corner there was a multiple pile-up that brought down most of the stars: Sten Lundin (Monark), Sweden, Jeff Smith (B.S.A.), Dave Curtis (Matchless), Lars Gustafsson (Monark), Sweden, who won the British Moto-Cross Grand Prix, his compatriot Gunnar Johansson (Crescent) and others besides. Not all of them were able to restart, not so much because of personal injury as because of damage to machinery.

After six laps Nilsson was passed by Baeten. Then the Belgian fell, was passed, remounted and again took the lead from Nilsson. Soon afterwards both riders came off after they had touched when airborne and Nilsson's fork yokes were damaged and the stanchions bent. By the time the two riders had sorted out the tangle, Draper was away out on his own. Dirks dashed through after him and Baeten finished third after a ride as inspiring as any seen in many a long day. After their spill, Curtis and Smith rode all they knew but the leeway was too great. Curtis finished seventh and Smith ninth.

The second race was hardly less momentous. Draper went into the lead at the start but on a deep, sandy turn lost his prop. By the time he restarted, the greater part of the field had streamed past and he lay tenth. Three laps later, when lying second, Curtis went out with a sticking throttle. Smith meanwhile had been carving steadily forward.

Ninth on Lap 1, he was fourth over the line but Draper, tenth on Lap 1, finished third!

The greatest excitement of all, however, centred on the scrap between Dirks and Baeten. Dirks led and it was obvious that there must be a tie unless he retained his lead. He kept ahead—just—until the very last lap when Baeten forced through!

As a result of his win, Draper now lies third in the world's championship table. The leaders are Baeten, 30; Nilsson, 26; Draper, 20; Scaillet, 19; Lundin, 15; Smith, 12.

Final Placings: 1, G. J. Draper (B.S.A.), Britain, 48 points, aggregate time 1h 29m 31s; 2, A. Dirks (B.S.A.), Holland, 48, 1h 29m 47s; 3, H. Baeten (F.N.), Belgium, 48, 1h 30m; 4, S. Lundin (Monark), Sweden, 42; 5, J. V. Smith (B.S.A.), Britain, 30; 6, R. Obergen (A.J.S.), Belgium, 28.

.....Sports News.....

That Mallory Race!

THE PLAN to have John Surtees, Bob McIntyre and Geoff Duke race at Mallory Park on September 28 for prize money of well over £1,000 has misfired and at this stage only Bob McIntyre has promised to take part.

When the Mallory managing director offered such a high inducement hard on the controversy about the non-appearance of the stars at the June 8 meeting, his generosity seemed a trifle out of place. Unconsciously, no doubt, he implied that the riders failed to turn up because the money wasn't good enough. In fact, they were victims of circumstances that are always likely to crab a meeting held a day or two after the Senior T.T. Nevertheless, the race is on for a total prize list of over £1,700 and with payments down to 12th place. The event will be held over 40 laps (about 55 miles) for selected riders on machines up to 500 c.c. and entries close on August 30. Regulations will be out shortly from the organizing club—Nottingham Tornado—or from the Mallory Park Circuit, Kirby Mallory, Leicestershire.

Next Year's T.T.

SUBJECT to confirmation by the *Fédération Internationale Motocycliste*, the 1959 series of Isle of Man Tourist Trophy Races will be held on June 1, 3 and 5.

Everybody In!

AT A MEETING of the Manx Grand Prix organizers last week it was decided to accept all the 236 entries for the Junior and Senior and Snaefell (newcomers) races and to allow

leading men in the Snaefell event—350 c.c. and 500 c.c. machines racing simultaneously—to make up a total of 100 riders each in the Junior and Senior. The Snaefell Race will be run, as the Manx G.P. races are, over the 37.73-mile T.T. Mountain course on Saturday September 6. The Junior (350 c.c.) Manx Grand Prix will take place on Tuesday September 9 and the Senior (500 c.c.) on Thursday September 11. Apart from the formidable Manx trio of Eddie Crooks, Bob Dowty and Colin Broughton there are a number of outstanding men competing, including Ernie Washer, Ellis Boyce, George Murphy, Ned Minihan, Peter Middleton, John Burlstone, Ken Patrick and Alan Shepherd.

Cut Out the Clype?

THE ISLE OF MAN Billown circuit, used for the Southern "100," has earned the praise of many riders—particularly of Terry Shepherd and Bob McIntyre. Now come serious suggestions that the Sidecar, Lightweight 125 c.c. and 250 c.c. T.T. races should be transferred there—it is in the Castle-town area—from the Clype course. With its five-mile lap and the provision of grandstand and other facilities, the circuit would accommodate the three Wednesday classes—and allow spectators a chance of visiting other parts of the Island. Access to vantage points is appreciably easier than to those on the Clype lap.

TONY GODFREY has entered the Manx Grand Prix on his Senior Norton and an old, ex-Tommy Wood Velocette. He would prefer to ride a Norton in the junior event and would be pleased

to hear from any sponsor with a suitable model available. His address is 36, Mon Crescent, Bitterne, Southampton (telephone: Southampton 49970).

CLOSING DATE for the Surrey Hills Club's regional-restricted Welsh Trial on August 23 and 24 has been extended to August 11. Regulations are available from H. J. Shilling, 4, Derrick Avenue, Sanderstead, Surrey.

ALREADY AT HOME after only five days in hospital with both arms broken and damaged ribs is famous road racer Jack Brett. He is making a rapid recovery and is very cheerful. Accompanied by Mrs. Surtees, he was flown home from Germany after his crash in the 350 c.c. Race of the German Grand Prix. He was discharged from Leeds General Infirmary last Saturday morning.

THE B.M.C.R.C. Hutchinson "100" road race to be staged at Silverstone on September 13 will this year be held under a national permit, instead of international as in previous years. Another change is that riders will find it possible to fit the entire practice and race period into one day, the Saturday, this simplifying matters for those returning from the Manx Grand Prix. Racing will begin at 1 p.m. Regulations will be available next week from the B.M.C.R.C., 34, Paradise Road, Richmond, Surrey. Pre-booking for admission, parking and grandstand seats begins on August 6 and application forms are available from the B.M.C.R.C.

ORGANIZERS of the Red Rose Trial to take place next Saturday have made an urgent appeal for observers. Those willing to help are asked to report at the start, the Red Lion Hotel, Shawforth, Lancs (four miles from Rochdale on the Rochdale-Bacup Road) not later than 11.45 a.m., or earlier if possible. More helpers and marshals are also required for the Lancs Grand National at Cuedden Park, Bamber Bridge, Preston, on August 9. Assistance in preparing the circuit is required particularly next Sunday and during evenings throughout the week. Secretary of the North-Western Centre is J. R. Greene, Alderley, Brownhill Road, Blackburn, telephone, Blackburn 48253.

Coalition at Last

Scooter Clubs' Delegates Decide to Form National Association Under the Aegis of the Auto-Cycle Union

A PAGE in scooter history was written last Saturday. At a meeting between representative scooter clubs and officials of the Auto-Cycle Union, a resolution "that a national scooter association be formed and that it be affiliated to the A.C.U." was carried by 24 votes in favour to three against. Unhappily the two greatest one-make scooter organizations, the British Lambretta Owners' Association (representing, it was said, 27,000 scooterists) and the Vespa Club of Great Britain, have not, at this stage, decided in favour of A.C.U. affiliation. At the meeting on Saturday their representatives said that their members were 100 per cent against allying themselves with the A.C.U. However, they would report on Saturday's decision and see whether the formation of the new Association would produce any change of heart.

The newly formed body will come under the aegis of the Auto-Cycle Union but will be kept entirely separated from motor-cycle interests. The country will be divided into areas, each with its own area board representing local mixed-make clubs, non-territorial clubs and regional headquarters of one-make clubs.

Among the proposals are that decisions of the National Scooter Association be subject to the approval of the A.C.U. general council; and that a national committee be formed to consist of seven members, plus a member to be nominated by the R.A.C. and two nominated by the A.C.U., to perform a function equivalent to that filled by the A.C.U. competitions committee. Final details have still, of course, to be worked out. The committee appointed after Saturday's resolution is to meet again on August 9 for that purpose.

The decision of scooter clubs to affiliate has come at the end of discussion extending over 18 months. There have been numerous difficulties, chiefly arising out of the desire of scooterists—and particularly of one-make club sponsors—to remain independent; and out of an entirely baseless suspicion that the A.C.U.'s interests were rather one-sided. That most of the problems have been overcome is largely to the credit of Brian Keynes on behalf of scooter clubs and John McNulty for the Union.

N.S.U. at Beaulieu

SOCIAL as well as sporting activities were provided for the scooter and motor-cycle enthusiasts who attended the N.S.U. National Rally at Beaulieu, Hampshire, last weekend. Torrential rain on Friday night made an inauspicious start but, nevertheless, some of the campers arrived to be joined by others on Saturday.

The Rally was officially opened on Saturday afternoon by Lord Montagu and among the distinguished visitors were Dr. von Heydeckamp, head of the N.S.U. works in Germany, his wife, and Sir Lacey and Lady Vincent. Winner of the *concours d'élégance* which followed was A. White with his Lambretta.

About 100 starters took part in the 100-kilometre road trial during Sunday morning. Many were not too adept at route finding and,

in consequence, lost their way completely.

Unlike the majority of rallies of this type, the N.S.U. weekend was open to riders of motor cycles, scooterists and mopeds and to members of all clubs. Some of the 300-odd attending came from as far afield as Yorkshire and set off late on Sunday afternoon to return home.

Concours d'élégance.—1. A. White (Lambretta); 2. W. E. Gooch (Vespa); 3. W. Harrison (N.S.U. Prima). **Special N.S.U. Prize.**—T. Malsbury (N.S.U. Prima). **Obstacle Race.**—1. D. Bassage (Francis-Barnett); 2. J. Carpenter (N.S.U. Maxi); 3. F. Burbridge (Phoenix). **Slow Race.**—1. B. Day (Vespa Clubman); 2. P. Checkley (Lambretta); 3. L. King (B.S.A.). **Egg-and-spoon Race.**—1. L. King (B.S.A.); 2. T. Malsbury (N.S.U. Prima); 3. C. Burbridge (Phoenix). **100 km Road Trial.**—Results to be announced.

Temple "100"

LAST Saturday Ralph Rensen (348 Norton) gained his second victory in a handicap road race in Ireland within two weeks when he won the Temple "100" run over 14 laps of the 7.15-mile triangular Boardmills circuit, Co. Down—a new course for this long-established and popular event. Rensen's average speed was 69.93 m.p.h. and he also put up the fastest lap of the day at 71.70 m.p.h., nearly 2 m.p.h. quicker than the best five-hundred, R. Spence (Norton). Of the 39 starters, 23 completed the course. Most of the retirements were due to rain or to minor spills on the narrow and tricky "colonial section" of the circuit.

Since Rensen shared the scratch mark with Bob Ferguson (499 Norton), a good scrap seemed indicated and the crowd was disappointed when Ferguson went out after two laps with mechanical trouble. Thus Rensen was left to carve a solitary path through the field and in the early stages he turned one lap at 71.50 m.p.h. With a lap and six minutes' advantage, T. J. Coates (348 Velocette) held the lead for a spell, followed by S. McAvoy (348 B.S.A.). Shortly after

quarter distance, however, J. Brown (348 Norton) got to the front.

A quick check on Rensen's and Brown's progress after 11 laps showed that Brown could win by a narrow margin but already his engine was beginning to sound rather unhealthy. With 12 laps gone Rensen had climbed to fourth position and Jack McGimpsey (348 Velocette) lay second behind Brown, only to disappear almost immediately with engine trouble, whereupon his position was taken over by the Australian rider, C. A. Dunn (349 A.J.S.).

With another lap gone, Rensen lay third. As the rain stopped and the road began to dry he really got down to it and lapped at 71.70 m.p.h. This brought him within sight of Brown who was still struggling on gamely with his engine decidedly off colour. Then, with half a lap to go, Rensen swept past his rival to cross the line 6s ahead.

Temple "100" Handicap.—1. R. B. Rensen (348 Norton), 69.93 m.p.h.; 2. J. Brown (348 Norton), 62.67 m.p.h.; 3. C. A. Dunn (349 A.J.S.), 63.66 m.p.h.; 4. D. Crawford (348 Norton), 65.06 m.p.h.; 5. R. H. Carman (348 A.J.S.), 65.12 m.p.h.; 6. J. Tompsett (349 A.J.S.), 64.36 m.p.h. **Serious Awards** (other than the first four on handicap): **500 c.c. Class.**—R. Farlow (Norton), 65.56 m.p.h. **Fastest Lap.**—R. Spence (Norton), 69.95 m.p.h. **350 c.c. Class.**—Carman, **Fastest Lap.**—Rensen, 71.70 m.p.h. **150 c.c. Class.**—T. H. Robb (N.S.U.), 65.96 m.p.h. **Fastest Lap.**—Robb, 67.56 m.p.h.

Members Awards.—Robb and F. Gordon (499 Norton). **Best Visitor.**—Rensen. **500 c.c. Handicap.**—1. T. W. Finlay (H.J.H.), 57.56 m.p.h.; 2. S. Glass (James), 56.54 m.p.h.; 3. J. Hagan (Triumph), 55.20 m.p.h.; 4. W. Heaney (Francis-Barnett), 53.04 m.p.h.; 5. F. Major (Francis-Barnett), 56.17 m.p.h.; 6. A. Bradshaw (125 B.M.C.-Puch), 50.50 m.p.h. **Fastest Lap.**—Finlay, 62.03 m.p.h.

Old Timers' Rally

IT was veteran and vintage day last Sunday at Hull where 52 competitors and their pre-1930 mounts gathered for the 12th annual Old Timers' Rally. Off they went in pairs on a 35-mile timed and checked run to Bridlington, through village and hamlet and past many spectators at every vantage point. Not one failed to reach the finish, though a few were a trifle late. The weather was warm and, although dark clouds engendered thoughts of slipping belts, it stayed dry.

The winner was Gordon Little on a 1911 498 c.c. Triumph which he had ridden all the way from Sutton, Surrey, to Hull.

Premier Award.—G. F. Little (1911 Triumph), 4 marks lost. **Class A** (up to 1908).—C. Beckwith (1903 Rex), 72. **Class B** (up to 1914).—T. Sanderson (1914 Triumph), 5. **Class C** (up to 1925).—T. D. Gascoigne (1926 Sparkbrook), 4. **Class D** (up to 1930).—A. Clarke (1924 Sunbeam), 5. **Best Three-wheelers.**—G. Parker (1924 B.S.A. 3c), 10.

Diverse mixture: during the N.S.U. Rally at Beaulieu a Lambretta, a Dirihopp Diana, an N.S.U. Prima and a B.S.A. Golden Flash fight out an obstacle race



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350 c.c. CLASS

1st GEOFF DUKE (NORTON)

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"Nonsense!"

Lord Lucas Suggests Vehicle

Testing Plans be Revised

SPEAKING in the House of Lords last week, Lord Lucas of Chilworth roundly criticized the Government's White Paper for the periodic testing of vehicles of 10 or more years old. In particular he stressed that, when he was chairman of the Committee on Road Safety, official advice implied that mechanical failures were not a major cause of accidents. In fact, he said that the argument was "a lot of arrant nonsense." Furthermore, he emphasized that the Road Research Laboratory had failed to discover any proof that the compulsory testing of vehicles would have any effect on reducing accidents.

Spot checks by official examiners were the only satisfactory way in which it was practicable to test vehicles for fitness. It was fundamentally wrong, "for the owners of commercial garages who have a considerable commercial self-interest to be given the responsibility of issuing certificates without which a motor-vehicle owner cannot obtain an excise licence." The Government was putting the onus on members of the most competitive trade in the country. Lord Lucas thought the scheme was open to overwhelming abuse, from which the public and the honest trader would be the chief sufferers.

He begged the Government to be realistic and not to plant the "seeds of corruption" in the motor trade. He also doubted whether effective checks in accordance with the regulations could be carried out at the fees laid down—10s 6d for solo motor cycles and 15s for other vehicles.

Earl Howe and Lord Teynham supported Lord Lucas in his objections to the scheme. In replying for the Government, Lord Mancroft said he did not pretend that the scheme was as foolproof as it had been hoped. Legal difficulties had been encountered and that was why the introduction of the scheme had been postponed until the turn of the year. He also referred to veteran motor cycles and cars about which the Government was in consultation with the motoring organizations. He said that it was hoped to work out a reasonable arrangement because no one was anxious to prevent historic vehicles from being used on special occasions.

New Bond Scooter

A MORE powerful version of the Bond scooter is now in production. Known as the P2, it is similar to the P1 (which has a 148 c.c. engine) except that it is fitted with the Villiers 197 c.c. Mk. 9E fan-cooled engine with four-speed gear box. A Siba starter-generator is standard equipment.

The price is £160 plus, in Great Britain only, £39 12s purchase tax; total price, £199 12s. Makers are Sharps Commercial, Ltd., Ribblesdale Lane, Preston, Lancs.

Safety Badges

IN the Road Safety Badge Scheme organized by the A.C.U. the first list of winners has been published as follows: I. V. Jones (Alcester); C. T. M. Hartle (A.M.C. Owners, S. Yorks); A. Burn (Blyth); J. Ratcliffe (Bolton); H. Thellwell (Chester); D. Bingham (Cumberland County); D. Myers (Dorset); L. James (Dulais Valley); J. R. Witty (Grimsby); M. White (Haslemere); B. Clifford

(Ithon Valley); R. Penman (Kensal Rise); R. J. Greer (Kent and Sussex); R. B. Bower (Southern Sporting); E. Yallop (Triangle, Ipswich); C. Ward (Turner Bros. Recreation).

Further lists will be issued from time to time up till the official closing date for nominations, September 1. As announced in our columns of July 3, the scheme is intended to foster good road behaviour and each club is asked to nominate a member who is considered by the committee to be the most deserving of recognition. Full details have been circulated to clubs. The machine badges have been presented by Shell-Mex and B.P.

Crooks Invincible

NORMAN CROOKS has done it again. On his 197 c.c. Greeves he won all four of the main races at the Scarborough Scramble last Sunday. His success was due to a combination of instantaneous starts, a hot-rod lightweight and impeccable riding flavoured with a dash of daring.

250 c.c. Race—1. N. Crooks (197 Greeves); 2. W. Gray (Greeves); 3. T. W. Reynolds (197 Dot). **350 c.c. Race**—1. N. Crooks (197 Greeves); 2. B. Preston (B.S.A.); 3. J. M. Robinson (197 Dot). **Unlimited c.c. Race**—1. N. Crooks (197 Greeves); 2. B. Preston (348 B.S.A.); 3. N. Tate (499 B.S.A.). **Non-winners' Race**—1. J. E. Bentley (348 B.S.A.); 2. J. T. Swales (348 B.S.A.); 3. P. Bullock (497 Ariel). **Scarborough Mera Chase**—1. N. Crooks (197 Greeves); 2. M. Tate (499 B.S.A.); 3. P. Fletcher (499 B.S.A.).

Seven-win McIntyre

BRILLIANTLY, Bob McIntyre outrode the entire field at the Charterhall road-race meeting on Sunday. Seven times in seven races (including three heats) he flashed across the line a comfortable winner. His most consistent challenger was Louis Carr riding an A.J.S. and a Norton, though his pursuits were some distance astern. Border rider Tommy McLeod of Kelso (Norton) confirmed the improving form he has shown this season. Darlington's Noel Peacock came off in the non-experts' 500 c.c. race and sustained a fractured skull. On his five-hundred, McIntyre set up a record of 80.2 m.p.h. over ten laps.

Non-experts' 500 c.c. Race—1. J. Adam (Norton); 72.9 m.p.h.; 2. A. Hughes (Norton); 3. D. Duncan (B.S.A.). **Non-experts' 500 c.c. Race**—1. S. Cooper (S.C.M.); 75.4 m.p.h.; 2. R. Hunter (Norton); 3. W. Galt (Norton). **250 c.c. Race**—1. A. Whitaker (Triumph); 64.9 m.p.h.; 2. A. W. Maude (Triumph); 3. A. E. Peatman (Triumph). **350 c.c. Race** (6 laps)—1. J. Murtagh (Veloce); 71.8 m.p.h.; 2. G. Henderson (N.S.U.); 3. C. Bruce (Veloce). **500 c.c. Race** (10 laps)—1. Henderson; 75.2 m.p.h.; 2. Murtagh; 3. Bruce. **250 c.c. Race** (10 laps)—1. R. McIntyre (Norton); 76.4 m.p.h.; 2. T. Sugden (Norton); 3. L. Carr (A.J.S.). **350 c.c. Race** (6 laps)—1. McIntyre; 72.1 m.p.h.; 2. Carr; 3. Adam (Norton). **500 c.c. Race** (10 laps)—1. McIntyre (Norton); 80.2 m.p.h. (record); 2. T. McLeod (Norton); 3. P. R. Dams (B.S.A.). **500 c.c. Race** (6 laps)—1. McIntyre; 79.6 m.p.h.; 2. Carr (Norton); 3. McLeod. **Sidecar Race**—1. R. A. Robinson (Vincet); 71.6 m.p.h.; 2. E. Pickup (Norton); 3. P. Taylor (Norton). **Sidecar Handicap**—1. Robinson; 2. Pickup; 3. D. Millar (Norton).

Rhydimwyn Races

HIGHLIGHT of the Wirral 100 Club's last meeting of the season at Rhydimwyn was the first sidecar final. On this narrow track the field comprised only four outfits and, with little to choose between them, the lead changed hands on almost every lap. After taking an early lead, S. Nightingale (Norton) fell back to second position. He regained the lead on Lap 6 but overdid it at Coppice Bend and took to the grass. Although he continued he could not make up lost ground and S. Evans (Norton) ran home to a comfortable win by about 150 yards.

In the solo events Eric Cheers (B.S.A.) was in great form and, in addition to winning

the 500 and 1,000 c.c. finals, he put up the fastest five laps of the day in 3m 14.6s.

150 c.c. Race—1. D. Holden (Triumph); 6m 11.6s; 2. P. A. Sibley (C.B.S.); 3. J. A. Duddale (125 MV Augusta). **250 c.c. Race**—1. L. Turner (Triumph); 5m 56s; 2. S. E. Ackroyd (Excelsior); 3. P. M. Hughes (Veloce). **First Sidecar Race**—1. S. Evans (Norton); 6m 26.8s; 2. S. Nightingale (Norton); 3. W. C. Haxburgh (Triumph). **350 c.c. Race**—1. J. Evans (B.S.A.); 5m 11.4s; 2. E. Barfoot (Norton); 3. J. Kugis (B.S.A.). **500 c.c. Race**—1. E. Cheers (B.S.A.); 5m 44s; 2. J. Evans (348 B.S.A.); 3. E. R. Williams (Rudge). **Second Sidecar Race**—1. R. E. Hackman (B.S.A.); 5m 55.6s; 2. S. Nightingale (Norton); 3. B. Blatchford (Triumph). **1,000 c.c. Race**—1. E. Cheers (B.S.A.); 5m 36s; 2. S. R. Williams (Rudge); 3. P. Bettison (Matchless).

PRICE of the Zündapp Beila 154 scooter was incorrectly quoted on page 79 of *The Motor Cycle* for July 17. The correct price is £187 2s 6d including purchase tax.

WITH effect from tomorrow, August 1, the plastics division of Metal and Plastics Compacts, Ltd., will trade as Motoplas Co., Limited. The address is Armoury Road, Small Heath, Birmingham, 11, and the telephone number is Victoria 1008.



New tread pattern: Dunlop's latest experimental rear-wheel racing tyre, used by several riders in the German Grand Prix at the Nürburgring earlier this month.

UNFORTUNATELY, owing to pressure on space, it was not possible to include the profile of Ernie Earles mentioned on page 117 of last week's issue. The article will, however, be published as soon as possible. Among the varied features to appear next week will be fully illustrated descriptions of major sporting events during the August Bank Holiday weekend, including the A.C.U. Championship meeting at Thruxton and Cheshire Centre meeting at Oulton Park.

REGULATIONS are available for the following events: the Edinburgh St. George Club's Edinburgh Evening News Trial open to novices and non-experts only (August 10). Entries close August 4. Secretary is A. Lamb, c/o Alexanders, 10-14, Lothian Road, Edinburgh.

The Vintage Club's (North-East Region) Topcliffe Rally (August 17). Entries close August 9. Secretary is G. W. Foggitt, 5, Springwood Road, Rawdon, Leeds.

Salop Club's Midland Championship Solo Scramble at Hawkstone Park (August 24). Entries close August 15. Secretary is C. O. Bate, 3, Marine Terrace, English Bridge, Shrewsbury.

The regional-restricted (South-Eastern, Eastern and South-Midland centres) Invalid Tricycle Association's Cup Touring Trial (September 14). Entries close September 7. Secretary is A. A. Penrice, 35, Percival Road, Feltham, Middlesex.

ALTHOUGH the main activities of Bemsee are connected with racing, the club is co-operating in the Metropolitan Motor Cyclist of the Year competition with the south-eastern section of the A.M.C. Owners' Club and the Richmond and Barnes Accident Prevention Council. Eliminating heats are being held on Saturday, August 23, at 2 p.m., at Mordlake Green, East Sheen, London, S.W.14. Regulations can be obtained from W. G. Tremlett (34, Paradise Road, Richmond, Surrey), the Town Hall, Richmond, the Municipal Offices, Barnes, or any public library in the area.

Heats in the Wembley area organized by the Sunbeam Club and the Wembley Road Safety Council will take place on August 31 at 10 a.m. at the Council's depot, Alpertown Lane, Wembley. Regulations can be obtained from R. M. Sidey, 34, Great Smith Street, London, S.W.1. Entries close on August 24.



CLUB NEWS

ALPERTON and Wembley.—August 1: Open night (The Swan, Sudbury, 8). 3: Camping at Weymouth. **Birmingham.**—Venue for the James Trophy Trial to be held on August 17 has been changed to Windmill Nappes, Portway, just off the main Alcester road (A455). **Birmingham Scooter.**—August 3: Charleotte (Hall of Memory, 10). **Bond Mincos (East Anglia).**—August 1: Club night. **Broughston and Bretton.**—July 31: Observation Rallyette (H.Q., 8). **Clydebank.**—August 3: Loch Chon. **Croydon.**—August 3: Weekend at Weymouth (Airport, 7). **Ditton.**—July 31: Camping chatter (The Anglers, Teddington, 8). **Devonport.**—August 1: Games night (H.Q., 8). 3: Support scramble (Castle Filling Station, 10.30). 4: Big-bury (Morely, 10.30).

Elham.—August 3: Clacton (Perry Street, 8.30). 4: Earlswood (Perry Street, 10). **East Acton.**—August 6: Gazette night (Duke of York, 8). **Glasgow Speedway.**—August 3: Glen Elve (Paisley's Corner, 10.30). **Gloucester and Cotswold.**—August 5: Grand National course inspection (Tirley). **Ilkeston.**—August 3: Support Clayton Trophy Trial. **Kings Norton.**—August 1: Business meeting. **L.E. Velo.**—August 1: Club night (Anglers, Walton on Thames, 8). **Leatherhead.**—July 31: Club night (H.Q.). **Les Bridge.**—August 3: Competition (Cambridge Hotel, 10). 4: Support Shrubland Park Scramble (Wake Arms, 8). **Liverpool Imperial.**—August 3: Observers' run (Old Roan, 10). 5: Briefing night (H.Q., 8.30). **London Douglas.**—August 1: Can-rod night (H.Q., 8). 3: Wickstead Park (Glanfield Lawrence, 10). **London Scooter.**—August 2: Norfolk Broads (Blue Cockatoo, Albert Bridge, Chelsea, 9 and Henly's Corner, junction A4/A30, 8.30). 5: My Fair Lady (Drury Lane, 7.15).

Manchester Vagabond.—August 3: Impromptu run (Gateway Hotel, East Oldbury, 10). **Norwich Sidecar.**—August 3: Trentham Gardens (Oldham Market Place, 10). **Norwich Sidecar.**—August 3: Roman camp (Shirehall,

10.30). 4: Support Shrubland Park Scramble (Shirehall, 10.30). **Norwood.**—August 2: Weekend at Buxton to support Clayton Trophy Trial. **Nottingham Tornado.**—August 6: Club night (Beech Dale Hotel, Beechdale Road). **Panther Owners (Home Counties).**—August 3: Run (Ace Café, 9). **Plymouth Touring.**—July 31: Logan Stone (Peak Hill, 7.45). 3: Harlyn Bay (Stadium, Pennycross, 10). **Prisma (East London).**—August 3: Whitstable (King's Head, Church Street, R.15, 9). 4: Box Hill (King's Head, 2).

Quickly.—August 3: Noggin and coffee (Sherry's Restaurant, War Memorial, roundabout on A224, Orpington, 6). **Ravenbury.**—August 3: Camping weekend (contact the captain). **Reading All-scooter.**—August 5: Club night, all scooterists welcome (River Club, Loddon Bridge, 8). **Rotherham.**—August 5: Grass-track racing (Clifton Park, Rotherham, 2.30). **Royal Enfield Owners.**—August 2 to 4: Camping weekend (Stratford on Avon main car park, 10 on August 3).

St. Albans.—August 3: Felixstowe (Town Hall, 8). 4: Support sporting event (Town Hall, 9.30). **Somerton.**—August 4: Seaton (Red Lion, noon). **South Liverpool.**—August 3: Support Crewe and S. Cheshire scramble (H.Q., 9.50). 4: Oulton Park marshals (H.Q., 6). **South Yorkshire.**—August 3: Gunthorpe Bridge (Barnsley Town Hall, 9 or Doncaster Racecourse, 9.30). **Surrey Sidecar.**—August 3: Sevenoaks (Epson Clock Tower, 9.30). 4: Sporting run (Toby Jug, Kingston By-pass, 9.30).

Trade Winds.—August 2: Camping weekend at Goodington (H.Q., 8). **Triumph Owners (Bedford).**—July 31: Club night (H.Q., 8). (Epping Forest).—August 5: Motor cycle recognition test (H.Q., 7.30). (Leicester).—July

31: Wye Valley (Granby Halls, 9.45). (North London).—August 4: Support Throxton races (Glanfield Lawrence, 8). (Southampton).—August 3: Treasure hunt (Millbrook roundabout, 2). 4: Support Throxton races (Maybush Corner) or Woburn Abbey (Bassett roundabout, 8.30). **Triumph Owners of North-west Kent.**—August 5: Talk (H.Q., 9).

Vagabonds.—August 2: Camping weekend (Highway Café, 8). **Vincent H.R.D. Owners (Cambridge).**—July 31: Club night (Trinity Foot, on A604, north of Cambridge). (Coventry).—August 1: Club night (Phantom Coach, Coventry By-pass). (Derby).—July 31: Club night (Osmaston Park Hotel, (Bosley).—August 1: Club night (White Hart, Chelmsford). (North London).—August 5: Club night (The George, Holmes Road, Kentish Town). (Oxford).—August 1: Club night (The Bear and Ragged Staff, Cumnor). (Wales).—August 4: Support Throxton races (Newport Cenotaph, 6.30).

Walling Association.—August 2 to 4: Camping weekend at Wallingford. **West Carwall.**—July 4: Hill-climb (Tregwainton, Madron, near Penzance, 2). **West Essex.**—August 3: Thetford (Dick Turpin's Cave, High Beech, 8.30). **West London.**—July 31: Club night. August 3: Felpham (Fox and Nichol, 9.30). **West Midlands Amateur.**—August 2 to 4: Weekend at Buxton for Clayton Trophy Trial.

Wickham.—August 1: Noggin and Natter night. 3: Picnic. **Wood Green.**—August 2: Buxton (Bignall's Corner, South Mimms, 7.30). 3: Clayton Trophy Trial (observers meet at start, 2). **Woolwich.**—July 31: Tombola (H.Q., 8). **Worthing Eagle.**—July 31: Golfing (Brooklands Putting Green, 7.30). **Yee Vale.**—July 31: Social night (H.Q., 8). **THE CLUBMAN**

IMPORTANT EVENTS

See pages 140 and 141 for guide to Bank Holiday fixtures

Wednesday, August 6.—Perth: Grass-track racing, South Inch, 6.45 p.m. **Devon.**—Scramble, Dennisdene Farm, Hulham, Exmouth, 6.30 p.m.

Saturday, August 9.—Ulster Grand Prix, Dundrod Circuit, Belfast, Northern Ireland, 10 a.m. **Lancashire:** Lancashire Grand National, Cuerden Park, Bamber Bridge, near Preston, 2 p.m. **Corwall:** Grass-track racing, Portloe Farm, Looe, 5.30 p.m. **Hertfordshire:** Grass-track racing, Stock Meadow, Ross-on-Wye, 3 p.m. **Berkshire:** Scramble, course by Newbury-Reading road (A4), five miles from Newbury, 3 p.m. **Fife:** Scramble, Old Golf Course, Linlithgow, 6.30 p.m. **Port Talbot:** Scramble, Nant y Fedw Farm, Cymmer, 3 p.m.

Sunday, August 10.—Moto-Cross Grand Prix at Luxembourg. **Hertfordshire:** South Midland Centre Grass-track Championships, Pedley Hill, Hemel Hempstead, 2 p.m. **Edinburgh:** Edinburgh Evening News Trial, F.T.S. Garage, Edinburgh end of Broxburn By-pass, noon. **Surrey:** Midsummer Touring Trial, The Sun, Dunsfold, 10 a.m. **Devon:** Scramble, Stowford, Leydown, on A30 six miles from Launceston, 3 p.m. **Norfolk:** Grass-track racing, Old Buckenham Hall, Norwich, 2 p.m. **Hampshire:** Grass-track racing, Corhampton Park, on A32, 2 p.m. **Somerset:** Exmoor Scramble, Stone Down, Exford, 3 p.m. **Dorset:** Scramble, Lulworth Castle Park, 1 mile from East Lulworth on B3701, 6.15 p.m.

Other News

NEW premises to be devoted solely to new scooter sales have been opened by Speedway of Acton at 304, High Street, Acton, London, W.3. Secondhand scooters will be handled at the showrooms at 310-314, Uxbridge Road, Acton.

WORK will start shortly on the second stage of the Stretford-Eccles By-pass which forms part of the scheme to provide an outer ring road for Manchester. The first part of the by-pass is already under construction.

NO fewer than 30 LE Velocettes have been delivered through Fred Fearley, Ltd., to the Manchester City Police for use as constables. Manchester is the first authority in the north of England to employ motor cycles in this way on the model of the Metropolitan Police.

A NEW refinery is to be built by the Esso Petroleum Co. at Milford Haven, at an estimated cost of £18 million; it will produce petrol and fuels for jet and diesel engines as well as for marine and industrial purposes. Initial output will be 3,500,000 gallons per day and, by reducing the quantity of refined fuels imported, the refinery will save over 40 million dollars a

year. The harbour installation will be capable of handling tankers of up to 100,000 tons dead-weight.

MAJOR roadworks near the Channel ports in France and Belgium are the subject of a leaflet prepared by the Automobile Association for free distribution among its members. The map and schedule of works is to be frequently revised. Copies are obtainable at ports and airfields of embarkation.

MEMBERS of the British Lambretta Owners' Association may now obtain personal accident cover for themselves and passengers while riding their machines. The premium is 10s a year per person. Full details can be obtained from D. C. Guy, Beverley Works, Kingston By-pass, London, S.W.20.

CLASSES on motor-cycle maintenance will once again be held at the Wesley Evening Institute, Stonebridge Road, London, N.W.10 and the new session will start on Monday, September 22. Classes are held on Monday, Wednesday and Thursday evenings—Thursday sessions for beginners—and the fee is £1 10s for one evening session a week extending over three terms; for each additional evening the charge is 7s 6d. Enrollment week at the Institute starts on Monday,

September 15, but earlier applications can be accepted by post to Jeenville, Brighton Road, Addlestone, Weybridge, Surrey. Courses cover both theory and practical work; a modern metal-work centre is at the disposal of students, there is ample parking space off the road and the Institute has a canteen.

TRAINING SCHEME.—Next course for learners organized by the South Leeds Club starts on August 27, and full details can be obtained from G. Kershaw, 41, Vesper Lane, Leeds, 5.

ONE-DAY servicing of motor cycles, scooters and three-wheelers can be offered by Chas. E. Cope and Sons, Ltd., at their new repair shops in North Street, Newcastle, Staffs. The scooter bay is manned by factory-trained mechanics and there is a special washing and polishing bay for scooters and three-wheelers.

THE 47th of its kind, *Metal Industry Handbook and Directory 1958* has just been published. It contains a wealth of information for those concerned with non-ferrous metals. Sections include properties of metals, data and tables, metal finishing and a trade directory. Costing 15s (by post, 16s 6d) the book is available from Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

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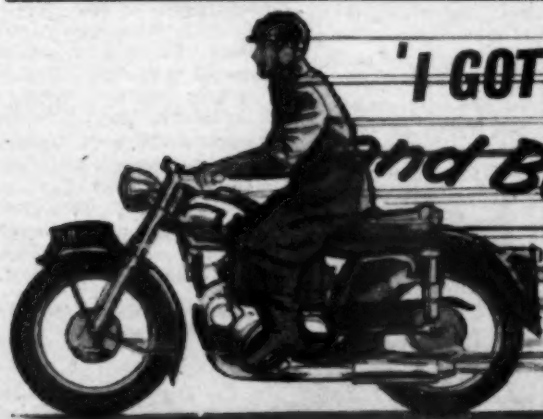
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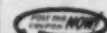
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THE MOTOR CYCLE

CLASSIFIED ADVERTISEMENTS

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£170.-1952 B.M.W. R 67/2 600 cbr with 1955 Chevrolet 1950 sports M12 chassis. Lucas spot, screen, panniers, taxed; (Glasgow).-Box 7444, [8187]

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45 c.c.-B.S.A. Oct. 1946, ex A.A. M20 combination, coupe sidecar.

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172 [0559/B]

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COMERFORDS—Immediate delivery D.K.R. Dove, Portsmouth Rd., Thames Ditton. (C1006)

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MEETENS, Shannon Corner, New Malden, Tel. 3110 for immediate delivery D.K.R.-Villiers Dove with kick starter, Pegasus with electric starter and Defiant 200cc 4 speed electric starter models; trade supplied; Villiers service. Ask for free lists of D.K.R.s from £54/15 deposit and 24 monthly rentals by h.p. and don't forget full expert tuition is free. Demonstrations. (C1203)

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COMERFORDS for D.M.W.: 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Surrey. (C1006)

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£59—1952 T35 350cc o.h.v., sprung frame, d. seat, restored tank, very clean. (C1031)

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'58 Excelsior Model 88 350cc Super Tailman twin, 5,000 mls., exceptional bargain; gtd.; terms, exchanges; £150/10.—Godfrey, Croydon. (C1122)

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LITTLEJOHN'S—Main dealer machines, spares; (terms) exchanges.—3, Rutlip Rd., Greenford, Wuxlow 5255. (0527)

SLOCOMBES OF NEASDEN!!! for your new Francis-Barnett; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

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1956 Cruiser 225cc, panniers, carrier, cond. as new; £97, choice of 2; terms, h.p.—F. W. Clark, 500-563, London Rd., Thornton Heath, Surrey. Tel. Tho. 4967. (C1165)

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ROWLAND SMITH'S for F.-Barnett buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage.—995-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Bpi. 2658. (S1174/R)

KAYS OF BALING, Ltd., Francis-Barnett spare parts stockists.—Trade supplied; quotations or c.o.d. by return.—8-10 Bond St., Ealing, W.5. Eal. 2357. (S1075/R)

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39ccs—James 1955 model 150cc Villiers, spring frame, very good condition; free tax and insurance; terms, exchanges; list; open 9-7 week-day and Saturdays—Rowland Smith, Hampstead (Tube), N.W.5. Ham. 6041. (C1114)

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JAWA

59ccs—Jawa late 1954 125cc spring frame, carefully used, free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.5. Ham. 6041. (C1114)

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited—1, Vernon St., Wellingborough Rd., Northampton, Tel. 1309. (C106/R)

LAMBRETTA

LAMBRETTA—Sole concessionaires U.K. Lambretta Concessionaires, Ltd., Head office and sales, Beverley Works, Kingston By-Sea, S.W.20. Tel. Malden 7721. Service station, 213/219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 384/386, Kingston Rd., Hayes Park, S.W.20. Tel. Cherrywood 2204. (C0475/R)

ROWLAND SMITH'S for Lambretta.

NEW scooters, mopeds and trucks in stock.

FREE tax and insurance with secondhand scooters.

69ccs—Lambretta, December 1954, LD, pillion, windshield, spare wheel and carrier, choice 3 Lambrettas; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.5. Ham. 6041. (C1114)

SPEEDWAY OF ACTON for immediate delivery every new model including TV175.

1958 175 TV, nominal mileage, carrier, spare wheel; £189/10.

DOZENS of used Lambrettas always in stock from THREE months guarantee.

310—Uxbridge Rd., Acton, W.5. Acton 5031/2. (C1121)

£99—1956 LD 150cc pillion, clean, good condition E.S. MOTORS, 325 High Rd., W.4. Chl. 6358. (C1031)

GODFREY'S, Ltd., appointed dealers all depots, including Leytonstone—See display advert. (C1052/R)

LAMBRETTA—Lokham Motor Cycle House; exchange, h.p. terms—Tel. 4343 Preston. (C0044/R)

WHITBY'S for bargains in used Lambrettas—273, Acton Vale, London, W.5. Shep. Bush 5355. (C1128/R)

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed—158, Stockwell Rd., S.W.9. Brixton 6251. (C1098/R)

SLOOMBERG OF NEASDEN!!! for your new Lambretta; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

IMMEDIATE delivery! TV Lambretta and all other models; wide colour choice; exchanges welcomed—Badger Garage, Blandford, Dorset. Tel. 615. (C1169)

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories, h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. (C1052/R)

NEW Lambrettas from £23/19/2 down, 24 instalments £2/4/8 (cash price £71/7/6); reduced hire purchase and insurance rates—H. T. Saunders, Highfield, London, N.W.11. (C0355)

J. J. DOUBLE (MOTOR SALES), Ltd., 1958, Lambretta, 123-4, Midland Parade, Cranbrook Rd., Barking, Ilford, Tel. Val. 0191. (C1119/R)

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given—190, The Broadway, N.W.9. Hendon 8629. (C1179)

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents—Portsmouth Rd., Thames Ditton, Esherbrook 5551. (C1006)

ELITE MOTORS for your new Lambretta, every model for immediate delivery, spares, accessories and officially appointed Lambretta service station—551, Gerrard Lane, Tooting Broadway, S.W.7. Balham 1200. (C1119/R)

SPECIAL offer: 1957 Lambretta FD 150cc commercial lightweight delivery 3-wheeler, very low mileage, with large well-built van body, 6cwt capacity; cut your costs the easy way; list price £280, our clearance price £219.

BEST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. (C1089/R)

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, one-third deposit, exchanges, terms—17, Westminster Bridge Rd., S.W.1. Wat. 3103, 157, Old Brompton Rd., S.W.5. Pys. 1344. (C0811/R)

HARRY NASH—1957 150 red/black Mk. III, screen, carrier, one careful owner, £129; Scooters from £65, all new models, all colours in stock; 24 months h.p.—581, King St., Hammersmith, W.6. Ru. 2837-8. (C1090)

1956 Lambretta 150cc, fitted 1957 steel commercial box car, 9,000 miles, reduction gear fitted by makers, complete with windshield, pillion seat, spare wheel and carrier; offers over £100—Stockleigh, 115-117, Bayham St., N.W.1. Gulliver 0797. (C1049)

275-9 HIGH ST., ACTON, W.3

ACORN 6541—6 lines. Open weekdays 9-6.

LAMBRETTA WANTED

R ROWLAND SMITH'S, the Lambretta buyers—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

G GEORGE CLARKE pay most for Lambretta—Brixton Hill, S.W.2. Tube Hill 3211. (W1019)

P PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. (W1138/R)

C LAUDE RYE urgently require all models; get our price first! H.P. accounts settled, we pay carriage.—985-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

LAMBRETTA SPARE PARTS

S SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Oxbridge Rd., W.3. Acton 5081-2. (S1121/R)

G GEORGE GROSE, Ltd., 834, High Rd., N.12. HI. 2149. All spares & accos. c.o.d. service. (S0553)

P PALMER for Lambretta spares and services—81 Stanley Rd., Teddington. Molesey 1046. (S1003)

G GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Malaby & Co., 144, Micklegate, York. 24017. (W073/R)

M MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. (S161/R)

G GODFREYS, Ltd., for special Lambretta service; spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. (S1052/R)

A STON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. (S048/R)

LAMBRETTA SERVICE

E LEANOR MOTORS, 265, Mare St., Hackney, E.4. For sales, spares, service, repairs.—Amberst 5134/2923. (S0512)

E LEANOR MOTORS (STADIUM)—East London's fully equipped service station, sales, spares, repairs.—38-106, Lea Bridge Rd., Clapton, E.5. Amberst 6636. (S0524)

MAICO

M MAICO (GREAT BRITAIN) Ltd., 61a, Gloucester Rd., S.W.7. Tel. Frenchie 4519-8. Spares and workshops; 25, Astwood Mews, S.W.7. Tel. Frenchie 5619. Sole concessionaires U.K. for Malcoletta 247cc and 277cc super scooter and Malcomot 197cc, totally enclosed. All spares from stock. (S0602/R)

R OR MCKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Leafield 2103. (C1036)

G GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. (C1054/R)

C LAUDE RYE.—Immediate delivery new Malco. Choice of colours; terms.—985-921, Fulham Rd., London, S.W.6. Renown 6174. (C1106/R)

S SLOOMBERG OF NEASDEN!!! for your new Malco: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

E ARLY deliveries of these models are usually possible if you order now through Nick Lashley, 55, Whitegate Drive, Blackpool. Tel. 24720. (S1047)

S SPEEDWAY OF ACTON for immediate delivery, all S models, all colours.—310, Oxbridge Road, Acton, W.3. Acton 5081-2. (C1019)

E EAST HILL MOTORS, Ltd., for your new Malco: let's or Malco Mobil; immediate delivery from stock; demonstration models available. (S1008)

T ERMS and exchanges, genuine after-sales service.—17, East Hill, Wandsworth, S.W.18. Vandyshe 5651. (S0036)

MATCHLESS

M MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. (C1106/R)

G F. BALHAM, Ltd., offers:—

1954 Matchless 350cc, excellent condition; £139.

1954 Matchless 500 twin, bargain; £139.

2 B. 2C, and 157, Balham Hill, S.W.12. Battersea 1107 (ext. 41). (C1081)

M MATCHLESS 1955 350cc, excellent condition.—Tel. Vigilant 5229. (S0226)

J JOHN SUTKES, West Wickham, Kent, for your Matchless.—Spring Park 3700. (C1145)

A RCHERS OF ALDERSHOT for Matchless, etc. spares and service.—Victoria Rd. Tel. 323. (S0563/R)

1956 Matchless 600 twin in spotless condition, 11,000; £185.—75, Cheverton Rd., N.19. (S0533)

P PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. (C1138/R)

S SLOOMBERG OF NEASDEN!!! for your new Matchless, terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1115)

A RUN OF WILLESDEN for your new Matchless; 1955 GSLS 350cc swinging arm; £155; terms, exchanges.—45-47, Church Rd., N.W.10. Wil. 2700. (S0443)

W HITEHEADS OF ACTON.—New models in stock; exchanges, h.p. spares.—263/273, Acton Vale, London, W.3. Abc. 3355 (Showrooms); Abc. 6785 (Spares). (C1128/R)

REAL BARGAINS!!

- *34 MATCHLESS 350 c.c. full width hubs, dual seat cover, panniers, really outstanding £100 0
- *34 MATCHLESS G.11, Avon fairing, maroon and cream finish, mirror, as new £190 0
- *31 MATCHLESS 500 c.c. G.9, droopy snoot, black and chrome finish, new tyres, bargain £135 0
- *31 MATCHLESS 500 c.c. Twin, s/a, dual seat, sound motor £96 0
- *37 VELOCETTE Valiant, 200 c.c., green and chrome, 4,000 miles £146 0
- *49 B.S.A. 250 c.c., blue and chrome, dual seat, tele. forks, quiet motor £48 0
- *31 SUNBEAM S.7, one owner from new, green and chrome, crash bars, mirror, screen, pannier boxes £89 10
- *38 B.M.W. 400 c.c., s.v., shaft drive, s/frame, dual seat, mirror £82 0
- *35 B.S.A. Shooting Star, tank cover, s/a, green and chrome, works recondition motor £146 0
- *31 FRANCIS-BARNETT, black and chrome, s/a, battery lighting, dual seat, pannier £54 0
- *49 PANTHER 400 c.c., s/a/cr spec., legshields, windshield, spot lights, excellent condition, new tyres £78 0
- *31 JAMES 197 c.c., battery lighting, maroon finish, s/frame, very clean £34 0
- *35 VELOCETTE Venom, manual ignition, 2,000 miles, unmarked £238 0
- *49 TRIUMPH Tiger 100, with a completely re-cohd. motor, black and chrome, Avon fairing, taxed year £115 0
- *37 GREEVES 250 c.c. Twin, s/a, dual front brake, panniers, dual seat, very low mileage £199 0
- *35 N.S.U. 250 c.c. O.H.V., blue and chrome, full width brakes, dual seat, immaculate throughout £145 0
- *30 B.S.A. 350 c.c., green and chrome, s/frame, good tyres, dual seat £39 10
- *39 ENFIELD Bullet, crash bars, s/a, dual seat £85 0
- *35 B.S.A. Bantam, with re-cond. motor, new front tyre, s/frame, legshields, dual seat £45 0
- *37 AMBASSADOR 250 c.c. Twin, Villiers, Avon fairing, s/a, full width hubs, dual seat £155 0
- *35 TRIUMPH Speed Twin, 300 c.c. droopy snoot, s/a, maroon finish £158 0
- *35 B.S.A. 350 c.c., s/a, dual seat, mirror, exceptional £128 0

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LARGEST POSTAL DEALERS IN THE SOUTH

SEND FOR FREE BARGAIN LIST

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THAMES DITTON, SURREY

Station: SURBITON—15 minutes from Waterloo
Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.
Telephone: EMERBROOK 5531 (6 lines)

MATCHLESS

49 spares—Matchless 1948 350cc ohv, very good condition; terms, exchanges; list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

MATCHLESS WANTED

R ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

G GEORGE CLARKE pay most for Matchless—Brixton Hill, S.W.2. Tube Hill 3211. (W1019)

C LAUDE RYE urgently require all models; get our price first! H.P. accounts settled, we pay carriage.—985-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

MATCHLESS SPARE PARTS

J JOE FRANCIS MOTORS, Ltd.—100% Matchless spares. C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.8. Eltham 1373. (S1076)

C LAUDE RYE, Ltd.—Matchless spares specialists.—985-921, Fulham Rd., S.W.6. Renown 6174. (W1105/R)

100% service c.o.d. and trade.—E.R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1633. (S1163)

C LAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—985-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

G US KUHN—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5004 and 9435. Prompt c.o.d. by return service. (S155/R)

O BROOD & COATES, Ltd.—Matchless specialists; spares and repairs.—781-3, Old Kent Rd., London, S.E.15. New Cross 0513. (S1094)

K AYES OF EALING, Ltd.—Matchless spare parts stockists. Trade supplied. Quotations c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2367. (S1075/R)

P PUTNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box covers. 24-hour c.o.d. service.—363, Putney Bridge Rd., S.W.15. Putney 6997. (S1134/R)

C O.D. and service units, £10,000 spares in stock.—Rapid, 64-74, Gladstone Rd., Whylseale, Surrey. Upl. 0895 and 259-269. Harold's Rd., Wimbledon, S.W.19. Cherrywood 3202-3. (S1162/R)

G GODFREYS, Ltd.—Matchless and Burman spares stockists. c.o.d.—225-254, London Rd., Croydon. Croy. 3641-5. 206-210, Great Portland St., W.1. G. 4632-4. 418, Romford Rd., Forest Gate, E.7. G. 1234-6. 220, Barkings Rd., M. Ham. Cir. 3068. 94-96, High Rd., Tottenham. 81a, 5856. (S1052/R)

MATCHLESS SERVICE

£2/10.—Matchless tanks stored, lined, originally guaranteed, tank reconditioning, 1,000 service tanks.—Malcoims (Kensellers), Monmore Green, Woburnhampton. (S182)

MOTO-GUZZI

P RIDE & CLARKE main agents 98cc Elgelo super sports; £109/19/8; ¼ deposit, immediate acceptance; 24 monthly payments; tax and insurance included; see terms; exchange; catalogue free.—152, Stockwell Rd., S.W.9. Bri. 6251. (C1096/R)

M.V.

MV DISTRIBUTORS, Ltd., Regent House, 285, Regent St., London, W.1. (S004/R)

C OMERFORDS.—223811 1958 MV 250cc, low mileage.

C OMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey.—Emb. 5531 (6 lines). (C1006)

NORMAN SPARE PARTS

Y OUNG'S.—Complete stocks; prompt despatch.—80, St. Tooting Bec Rd., London, S.W.17. Bel. 7791. (S1134/R)

NORTON

N ORTON MOTORS, Ltd., Braintree St., Birmingham. (S081/R)

F ISHERS OF ACTON.

1957 Norton 99 600cc twin, s/arm; £180/10, dep. £43/10, 24 mths. £47/7/1.

1952 Norton 250 500cc super, recond. engine, almost new Manxstone o/a, first-class outfit, many extras. £129/10, dep. £43/10, 24 mths. £47/7/1.

1946 Norton Model 15, full-door c/a saloon; £35, dep. £12/12 mths. £2/6/6.—44, Western Ave., East Acton, W.3. Shepherds Bush 5007, 3 mins. Acton Underground. (C1005)

RUN OF WILLESDEN

1957 Dominator 98; £195.

T ERMS, exchanges.—85-87, Church Rd., N.W.10. Tel. 2700. (S044)

D EEPHOSE BROS. offer:—

1956 Featherbed Inter, 300% motor, ready to go! £229.

T HIS machine may be purchased for one-third deposit and balance over 3 years if required; part exchange welcomed.

D EEPHOSE BROS., Ltd., 178-184, Brownhill Rd., Catford, S.E.6. Mil. 9886. (C1019)

A RCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 323. (S036/R)

£135—1957 150cc Prima scooter, spare wheel, 5-7 week-days and Saturdays.—Rowland Smith, Hampton (Tub), N.W.3. Ham. 6041. [C1114]

ES MOTORS, 325, High Rd., W.4. Chl. 6368. [C1081]

WHITBYS—Grand display N.S.U. Prima and 555s. Quickly—275, Acton Vale, London, W.3. Sps. 5555. [C1122, R]

SLOOMBERG OF NEASDEN!!! for your new N.S.U. Prima, etc.: terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

CLAUDE RYE—Immediate delivery new 5 Star Prima, choice of colours; terms—595-921, Fulham Rd., S.W.6. Remon 6174. [C1105, R]

PANTHER

ROWLAND SMITH'S for Panther.

NEW models in stock; terms, exchanges; list: open 5-7 week-days and Saturdays.—Rowland Smith, Hampton (Tub), N.W.3. Ham. 6041. [C1114]

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RAPID MOTORS—Every Panther available from stock, including model 35 250 twin; largest distributors in the country—269, Haydon Rd., Wembley, S.W.19. Cdn. 5203-5, and 70-74, Godstone Rd., Whiteley, Surrey. Uplands 0665. [C1162, R]

PANTHER WANTED

GEORGE CLARKE pay most for Panther—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S the Panther buyers—Hamstead Hill St., London, N.W.3. Ham. 6041. [W1114, R]

PANTHER SPARE PARTS

GEO. CLARKE Ltd. largest stockists in England; c.o.d. by return—75, New Park Rd., S.W.2. Tulse Hill 3211. [B1019, R]

JOLLY & KNOTT, Panther spare specialists, largest stock in London; c.o.d. by return—Please note our new address: 28, Loampit Hill, Lewisham, S.E.13. Tideway 4253. [B1063, R]

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchange units in stock—Rapha, 259-269, Haydon Rd., Wembley, S.W.19. Cherrywood 3503-5. [B1162, R]

PHENIX

ROWLAND SMITH'S for Phoenix.

NEW models in stock.

FREE tax and insurance with second-hand scooters.

115ena.—Phoenix 1956, 150cc Villiers, dual seat, run a few miles only terms, exchanges; list: open 5-7 week-days and Saturdays.—Rowland Smith, Hampton (Tub), N.W.3. Ham. 6041. [C1114]

G.H. CYCLES, Harrow Weald, 485, High Rd., Harrow 6858. Phoenix main dealers. [C1119]

PIATTI

PIATTI—Lombard Motor Cycles House; exchanges; h.s. terms—Tel. 4242 Preston [10049, R]

£80—Piatti, 1957, only 400 miles—Goeritz, 118, Cheyne Walk, London, S.W.10. Fla. 6218. [B222]

RENNOS—The scooter specialists, Standard and de Luxe Piatti's, one third deposit, easiest possible self-financed terms.

RENNOS—Bargain 1956 Piatti de Luxe, screen, dual seat, spare wheel, carrier, one very careful owner; terms—352-3-4, Upper St., London, N.1. Can. [C1104]

PUCH

FOR Puch scooters and motor cycles.—Write for the name and address of your nearest dealer to: **SOLE** Concessionaries for the British Isles—Hyder's Autoservice, 215-217, Knowles Rd., Booter, Liverpool 20. Sps. 2755. [C1052, R]

G.H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6858. Puch main dealers. [C1021]

110ena.—Puch 1957, 125cc WL125 scooter, swinging arm, pillion, windshield, 3,000 miles only, cost over £170; free tax and insurance; terms, exchanges; list: open 5-7 week-days and Saturdays.—Rowland Smith, Hampton (Tub), N.W.3. Ham. 6041. [C1114]

RACING MOTOR CYCLES

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RELIANT Royal Coupe 158 cc.	£435 2 0
A.C. Petite Mk. 2 203 cc.	£390 8 0
REINERSCHWITT K.R. 200 191 cc.	£335 0 4

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HUMPHREYS, official Sunbeam spares stockists, for post-war models; c.o.d.—122, Hampstead Rd., N.W.1. Eus 6356. (81058/R)

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—33, London Rd., Mitcham, Tel. 0822. (0116/R)

KAYS OF KALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (81075/R)

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Eit. 2009 and 4243. (81056/R)

BE certain—spares from the heart of the industry. 24-hour c.o.d. service from Motor Sales (Birmingham), Ltd., 15-17, Aston St., Birmingham. Ast. Cross 3574. (0219)

GODFREYS, Ltd.—57 and 58 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641; 208, Great Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate, E.7. Gra. 4102. (81052/R)

WILL LORD (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. (0532/R)

SUNBEAM SERVICE

24-hour c.o.d. service on all Sunbeam 57 and 58 spares and exchange replacement units stockists; also for Amal, Lucas and Smiths spares. Don't be off the road, contact us first.—Coventry Motor Mart, Ltd., Postal Department, 7, 38, London Rd., Coventry. Tel. 2146-7. (0066/R)

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RAPID MOTORS offer the amazing 125cc Terrot with preselector gear box, 140mpg, winner of the Monte Carlo Scooter Rally Trophy, for immediate delivery; price £159/15/5 including parking lights, spare wheel, pillion, etc., demonstration model available.—269, Maydons Rd., Wimbledon. Cherrywood 5202-3. (C1162/R)

TRIALS AND SCRAMBLES

G. P. BALHAM, Ltd., offers:—

1956 Trials A.J.S. 350cc, very nice condition throughout; £149.

1957 Trials Francis-Barnett 200cc, good condition; £129.

2B, 2C, and 137, Balham Hill, S.W.12. Battersea 1107 (ext. 4). (C1091)

WHITBY'S—'55 Matchless 500cc 'scrambler, ex works, with '57 mods.; £129.

WHITBY'S—'51 Matchless G3LC, 350cc ohv, alloy motor, lighting equipment; £59.

WHITBY'S—'49 (Dec.) Matchless 350cc ohv, McCandless s.a.m. bargain; £39.—263-275, Acton Vale, W.3. She. 5555-6. (C1128)

69 gns.—A.J.S. 1952 350cc ohv competition model, dynamo lighting, dual seat.—Rowland Smith, below.

115 gns.—D.O.T. (July) 1956 197cc TDH4 trials model, swinging arm, 140mpg, 4 speeds, electric lighting, dual seat, one careful owner; to-day's price about £190; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1203)

MERTEN'S, Shannon Corner, New Malden, Tel. 3110 immediate delivery of the recently introduced 250cc Francis-Barnett Scrambler, 250cc D.M.W. Villiers trials twin and the Panther Sports 55 h.p. (C1203)

COMERFORDS for trials and scrambles machines; delivery from stock, Greaves, Ariel, Norman, B.S.A., etc., good s/h models bought for cash; deal with the recognised competition specialists.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. (C1009)

TRIUMPH

H HARVEY'S for your new Triumph.

WE sell, service and repair Triumph and no other make, by specialising we offer the finest Triumph service; part exchange and terms arranged.—Harveys, 47, South Lambeth Rd., S.W.18, nr. Vauxhall Station. Riv. 6661. (0058/R)

WHITBY'S OF ACTON.—Biggest dealers in the Home Counties for Triumphs; immediate delivery, exchanges.—275, Acton Vale, London, W.3. She. 5555. (C1128/R)

DEEPROSE BROS. offer:—

1957 TR6, first-class machine, the most powerful comp.-bike you can buy, one owner, £229.

THIS machine may be purchased for one-third deposit and balance over 2 years if required; part exchange welcomed.

DEEPROSE BROS., Ltd., 178-184, Brownhill Rd., Catford, S.E.6. Riv. 8998. (C1012)

G. P. BALHAM, Ltd., offers:—

1956 Triumph Tiger 100, panniers, crash bar, etc., exceptional condition; £199.

1950 Triumph Tiger 100, good condition; £110.

2B, 2C, and 137, Balham Hill, S.W.12. Battersea 1107 (ext. 4). (C1091)

£75.—1955 300cc ohv Tiger Cub, dual seat, etc., excellent condition.

E. S. MOTORS, 325, High Rd., W.4. Chl. 4359. (C1081)

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USED SCOTTS	
1953 TRIUMPH ST Speed Twin, 500 c.c. s/hub, d/s, rear carrier, in really spot-on condition...	£119 10 0
1957 R.A. 125, 125 c.c. s/hub, head lighting, disc, rear carrier, low mileage. Immaculate condition	£99 10 0
1957 VELOCYTE Valiant, 199 c.c. Transverse Twin, a really fast lightweight, 5,999 miles only. In as new condition	£159 10 0
1956 SUN, 235 c.c. s/hub, d/s, arm, d/s, good condition	£89 10 0

THIS WEEK'S SPECIAL REDUCTIONS	
1956 NORMAN, 197 c.c. s/hub, d/s, arm, d/s, low mileage. Excellent condition, reduced to	£79 10 0

COMBINATIONS	
1954 R.A. A7, 300 c.c. Twin, s/hub, d/s, Sted large double-adult luxury Hillborough s/hub. A nice outfit in excellent condition	£210 0 0
1956 R.A. M31, 600 c.c. s/hub, s/hub, d/s, w/ screen, headlights, fitted Watsonian Asst 8/8 saloon. A very smart outfit	£179 10 0
1955 FRANCIS-BARNETT, 197 c.c. s/hub, headlights, d/s, fitted Watsonian L/weight Windsor 8/8 s/hub. Excellent condition	£189 10 0
1953 VELOCYTE Rapide, 199 c.c. s/hub, d/s, fitted Chatterbox 8/8 s/hub, mechanically on fitted and of good appearance	£239 10 0
1956 PROGRESS, 175 c.c. d/s, rear carrier, w/ screen, 3,000 miles only. In perfect condition	£199 10 0
1953 LAMBERTA LDA, 150 c.c. self starter, post-carrier, ext. fenders, air scoop. Good cond.	£139 10 0
1957 PLATT, 155 c.c. d/s, d/s, spare wheel, front carrier, low mileage. Clearance offer	£50 0 0

LONDON DISTRIBUTORS—RELIANT 2-WHEELERS
SEE and TRY the new Stock III 4-cylinder saloon or coupe, and the new 4-cyl. Van. Catalogues by return.
RELIANT SPARES and ACCESSORIES—over the counter, or 24 hours C.O.D. All models covered for.

THREE-WHEELERS	
1958 (Reg. April) RELIANT Royal Coupe, Mk. III, 750 c.c. water-cooled 4-cyl. engine, full-door motor, very low mileage, sunroof, 17" wheels, many extra fitted	£605 0 0
1954 RELIANT Royal Coupe, Mk. III, in really nice condition, spare wheel and tool kit, bodywork and engine in very good condition	£279 10 0
1956 RELIANT Royal Handicap, Mk. III, ex. factory demo, in powder blue, new engine fitted recently and car in 1958 specification. This car is virtually as new	£605 0 0
1956 A.C. PLATT, 300 c.c. 5/8 motor de Luxe, windows, bumpers, spare wheel, low mileage	£360 10 0
SPORTS CARS	
1957 BERNLEY, 335 c.c. Execlor Twin, green finish, a really fast car and economy with 60 miles per gallon	£399 10 0
1957 BERNLEY, 335 c.c. Execlor Twin, orange, in finished green, low mileage, ex. demo	£419 10 0

NEW MOTORCYCLES & SCOOTERS. ALL LEADING MAKES AND MODELS STOCKED. LAMBERTA AND VERA SPECIALISTS.
ANY CAR OR MOTORCYCLE SUPPLIED ON H.P. TERMS. 1/3rd Deposit, balance over 3 years. L.P.I.—Insurance Protection Insurance is your safeguard against bad times. See our new Cashing, Accessories, Spare Parts—Everything for the Motorcyclist.
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1948 Triumph Tiger 100, sprung hub twin; £45. dep. £15, 12 mths. £4/18/0.	
1953 Triumph Tiger 100, alloy engine, choice of 2; £39/10; dep. £30, 18 mths. £3/18/10.	
1952 Triumph 6T, 650cc twin, sprung hub; £119/10; dep. £40, 24 mths. £4/0/2.	
1952 Triumph 6T 650cc twin, sprung hub, c/a mths. matching outfit; £165, dep. £50, 24 mths. £5/10/11.	
1952 Triumph 6T with Avon s/water matching outfit; £149/10; dep. £50, 24 mths. £5/0/4.	

44, Western Ave., East Acton, W.3. Shepherds Bush 5007; 3 mins. Acton Underground. [C1005]

ROWLAND SMITH'S for Triumph.

NEW models in stock.

FREE tax and insurance with secondhand motor-cycles.	
162 s/hub—Triumph Tiger 100, 1955, 498cc ohv, s/water, swing arm, dual seat, pannier carriers, crash-bar, exceptional.	
125 s/hub—Triumph Thunderbird, 1952, 650cc ohv combination, matching Watsonian Coupe with brake, spring hub, Avon fairing, 17" wheels.	
115 s/hub—Triumph Tiger 100, 1953, 500cc ohv, spring hub, twin seat, Avon fairing and screen, carrier, one owner.	
72 s/hub—Triumph Tiger Cub, 1955 model, 130cc ohv, 72" spring frame, dual seat, one owner; choice 3 Cubes; terms, exchanges; list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Tuln), N.W.3. Ham. 9041. [C1114]	

A RUN OF WILLESDEM for your new Triumph.

1956 Thunderbird 650cc, swing arm; £189.

1957 Tiger Cub 200cc, swing arm; £139.

TERMS, exchanges.—53-57, Church Rd., N.W.10. Tel. W.2700. [C245]

MATTHEWS OF STOCKWELL, Ltd., 35, Stockwell Rd., S.W.9.

1958 Triumph ST 650 twin, numerous extras, under 2,000 miles, as new; £215.	
1953 Triumph Tiger 100 and Jet 80 sidecar in matching colour, magnificent outfit; £199.	

Brixton 6355. Terms and exchanges. [C1128]

COMERFORDS for Triumph, new and second-hand; send for list.—Thomas Ditton, Emb. 5551. [C1006]

ARCHER OF ALDERSHOT for Triumph, etc., spare and service.—Victoria Rd. Tel. 325. [C096/R]

ALLAN JEFFERIES for expert attention.—120, Belvedere Rd., Shipley 54371. [C1067/R]

JOHN WORTLES, West Wickham, Kent, for your Triumph.—Spring Park 3700. [C1145]

DORSET—Triumph stockists; immediate delivery all models.—Badger Garage, Blandford, Dorset, Tel. 615. [C1168]

1955 ST, s/hub, panniers, bags, Q/D rear wheel, 17,000; £152/10; excellent condition.—Stock, Brix. 0133. [C234]

£195 s/hub.—Triumph 110/Jet 80 sidecar 1952; terms.—113, Wakefield St., East Ham, E.6. Gra. 8608. [C233]

FRANKLIN MOTOR CYCLES, main agents, most machines and parts in stock.—Goldway, 36, Woking 4000. [C008/R]

SLOCOMBES OF NEASDEN!!! for your new Triumph; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

1953 Thunderbird, immaculate, good tyre, T110 front brake, £125.-30 Clonsdale Sq., Islington, N.1. [C216]

T. W. KIRBY MOTOR CYCLES, Ltd., your Triumph specialists, 10, Ruseo Corner, Hornchurch. Tel. 8785. [C0813]

LIGHTFOOT MOTOR CYCLES for your new Triumph.—163, High St., Potters Bar, Middlesex. Potters Bar 5129. [C119/R]

1957 (reg. April, 1958) Triumph T110, 3,000 miles, ad. wheel, as new; £250.-41, Castle Drive, Ilford, Essex. Valentine 8870. [C256]

1955 Triumph 5T, only 16,000 miles, excellent condition, many extras, panniers etc., £120 c.o.d.—Golding, Brix. 6005. [C217]

MERTON'S, Shannon Corner, New Malden, Tel. 3110 for immediate delivery of most 1958 Triumph models; lists free. [C1205]

PURNEY AUTOS for your new Triumph; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C113/R]

1958 s/hub—Triumph (new), ex stock; also all other models; list prices.—Cooper Bros., 117-128, Temple Hill, Troon, Ayrshire. [C235]

HARWOODS OF RICHMOND—New 1958 Cub and 6T in stock; 1956 T100, £175.-14, 16, 18, Kew Foot Rd., Richmond. Ric 2045 1/2 min station. [C100/R]

J. J. DOUBLE (MOTOR CYCLE), Ltd., 1858 Triumph agents; terms, spare, service, repairs.—608-611, High Rd., Goodmayes. Tel. Seven Kings 9744. [C119/R]

JIM ALVES for 100% Triumph spare, service, parts, all models, exchanges; h.p. Insurance while you wait.—57, High St., Street, Som. Tel. Street 355. [C020/R]

HARRY WASH—New 1958 T110, T100 d/s tone, Thunderbird and Cub, immediate delivery from stock, 24 months H.P. exchanges.—391, King St., Hammer-smith, W.6. Riv. 2657-8. [C1090]

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on all used machines advertised

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VELOCYTE, 1956, Series D Rapide 199 c.c. Twin, with Avon Fairing and panniers. Very fast. c/a Twin, swing arm, dual seat, 2 new tyres, one owner	£249
TRIUMPH, 1957 Thunderbird 650 c.c. Twin, swing arm, dual seat, 2 new tyres, one owner	£189
FRANCIS-BARNETT, 1957 "Crusher 98" 300 c.c., swing arm, dual seat, frame with chrome tank	£145
JAMES, 1957 "Commodore" 290 c.c., swing arm, dual seat, grey and blue finish. Very smart	£130
WATSON, 1955 199 c.c. O.H.V., swing arm, dual seat, crash bar. Very good condition	£110
TRIUMPH, 1957 Tiger Cub 200 c.c. O.H.V., swing arm, dual seat. Very lively motor	£110
FRANCIS-BARNETT, 1956 Falcon 197 c.c., swing arm, dual seat, headlights, carrier, one owner	£105
SWAN, 1957 ST 300 c.c. O.H.V. Twin, steel green finish, sport frame, piston, crash bar, new tyres. Excellent value	£105
R.A., 1953 R31, 300 c.c. O.H.V., sport frame, dual seat, excellent appearance and mechanically	£99
D.H.W., 1956, 197 c.c., swing arm, dual seat, grey finish	£89
TRIUMPH, 1954 Tiger Cub 200 c.c. O.H.V., sport frame, dual seat, headlights, new engine fitted	£87
R.A., 1957 D5, 150 c.c. Bantam Major, swing arm, narrow frame, one owner. Exceptional condition	£79
VELOCYTE, 1953 LE 290 c.c. O.H.V. Twin, water-cooled, shaft drive, piston and paddles, 9-tone finish, quite	£79

THIS WEEK'S SPECIAL BARGAIN:
VELOCYTE SCOOTER, 1957, 125 c.c., only 3,200 miles, 2-speed preselector gearbox, windshield, panniers, piston, spare wheel, in virtually as brand new cond. £99

USED COMBINATIONS	
TRIUMPH, 1957, ST 650 c.c. Thunderbird, swing arm, dual seat, with Watsonian Avon sidecar on Victor, sprung chassis with brake. A smart outfit	£275
MORTON, 1955, 198 600 c.c. O.H.V., swing arm, dual seat, windshield, headlights, mirror, with 120mm 50 sidecar. A really attractive outfit	£189
ARMY, 1954 (Dec.) VB 600 c.c. S.V., spring frame, windshield, headlights, with child seat sidecar on VGT199 chassis with brake. An ideal family outfit	£179

IMMEDIATE NEW PURCHASE TERMS. 1/3RD DEPOSIT, BALANCE OVER TWO YEARS

USED SCOOTERS	
DAYTON ALBATROSS, 1957, 225 c.c., 3-tone blue and chrome, with windshield, carrier and mirror. Exceptional condition	£100
R.S.E. PRIMA, 1957, 150 c.c., electric starter, maroon finish with windshield, piston, chrome, carrier and spare wheel. Excellent	£100
LAMBERTA, 1957 LDB 150 c.c., 3-tone blue/grey finish with windshield, piston and rear mirror	£100
VERA, 1957, 125 c.c., with battery lighting, windshield, dual seat. Choice of red or blue, st.	£105
VERA, 1955, 125 c.c., battery lighting, windshield, dual seat, carrier, boxed, grey finish	£80
USED THREE-WHEELERS	
RELIANT REGAL, 1957, Mk. III Handicap saloon, blue/grey, only 3,200 miles	£300
RELIANT REGAL, 1955, Mk. II Coupe, grey finish, one owner	£200
BOND, 1957 Paddy de Luxe, electric starter, table tennis finish. Excellent throughout	£179

USED RELIANTS WANTED FOR CASH OR PART EXCHANGE, EXHIBITING H.P. ACCOUNTS SETTLED.

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FINCHLEY 0091-5 (Open 9-7 daily)

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TRIUMPH WANTED

G **GEORGE CLARKE** pay most for Triumph—276, Brixton Hill, S.W.2—Tulse Hill 3211. (W1019)

R **ROWLAND SMITH'S** the Triumph buyers—Hampstead High St., London, N.W.3. Ham. 604 7171. (W1114/R)

S **SMITH'S**, 66, Chalk Farm Rd., N.W.1, want Triumphs—Oul. 2767. (1070/R)

C **LAURENCE RYE** urgently require all models, get our price first! H.P. accounts settled, we pay carriage—695-921, Fulham Rd., S.W.6. Reg. 616. (W1105/R)

TRIUMPH SPARE PARTS

H & **L. MOTORS, Ltd.**, offer—

21 years of Triumph Service.

T If it's listed we stock it! Spares and exchange units for all models, 1937 to 1956. 24 HOUR c.o.d. postal service.

Q **UOTATIONS** and free lists with pleasure.

H & **L. MOTORS, Ltd.**, Broad. Oles. Stroud 1273-4-5. (10455)

H **HARVEYS**, 100% spares stockists.

H **HARVEYS** stock Triumph spares down to the last nut and bolt; also Lucas, Amal, B.T.E. etc. Spares by return c.o.d. specialised repair service for Triumphs only—47, South Lambeth Rd., S.W.9. Rel. 6661. (1014/R)

H **HARWOODS OF RICHMOND, Ltd.**—100% Triumph spares stockists; in main. S.W.1. (10106/R)

G **GEORGE GROSS, Ltd.**, Ludgate Circus, E.C.4, Cen. 5561. Triumph, Lucas, Amal, c.o.d. service. (10354)

G **GLANFIELD LAWRENCE**, Triumph spares stockists. 407, High Rd., N. Finchley, N.12. Fin. 0091. (10104/R)

W **WHITEBYS OF ACTON**—All Triumph, Lucas, Amal spares—263, Acton Vale, London, W.3. She 6785. (11129/R)

S **A. COLES** for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Leg. 107. (10107/R)

J **JIM ALVES** for 100% spares, service, parts, by return, c.o.d.—97, High St., Street, Som. Tel. Street 355. (10251/R)

B **BILLY BRIGGS**—Lancashire's largest stockists—By return c.o.d.—519, Chapel St., Salford. 5. (10450/R)

C **CLAUDE RYE, Ltd.**, Triumph specialists—Comprehensive range, c.o.d.—995-921, Fulham Rd., S.W.6. Remova 6174. (10105/R)

C **CLAUDE RYE, Ltd.**—Large stocks of spares, including ex-W.D. models—995-921, Fulham Rd., S.W.6. Remova 6174. (10105/R)

F **FLEANOR MOTORS**—Triumph spares, trade supplied, quotation cash or c.o.d. by return—465, 5, Mace St., Hackney, E.8. Ambert 5154 5925. 10316

G **GATEHOUSE MOTORS, Ltd.**—100% Triumph spares stockists; c.o.d.; immediate attention—156, Archway Rd., Highgate, N.6. Fitzroy 1666. (10105/R)

F **FREEMAN, Ltd.**—100% Triumph spares stockists; c.o.d.; immediate delivery—54, Hammer Smith Bridge Rd., W.8. Tel. Riverside 2267. (10594/R)

P **PULLINS MOTOR CYCLES**—Largest Triumph spares stockists; c.o.d. service; open Sundays 9 to 12—84, Lordship Lane, S.E.22. For. 2514. (10512/R)

M **MOORES OF TOTTENHAM** for genuine Triumph spares: over the counter or c.o.d.—Tel. Tottenham 5440. (10119/R)

K **KAYS OF BALING, Ltd.**—Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return—8-10, Bond St., Baling, W.5. Sal. 2567. (10107/R)

L **LIGHTFOOT MOTOR CYCLES** for Triumph spares and repairs; exchange parts service; s.a.e. list—163, High St., Pottery Bar, Middlesex. Pottery Bar 3129. (10119/R)

P **POTNEY AUTOS**—Genuine spares for post-war models—348r. c.o.d. service; tremendous range in stock—363, Putney Bridge Rd., S.W.15. Putney 3967. (10119/R)

E **ELITE MOTORS (TOOTING), Ltd.** 951-961, Oarwell Lane, Tooting Broadway, S.W.17. Balmham 1200. Vast range of Triumph spares. Call or send c.o.d. (10116/R)

B **BRACKPOOLS**—Triumph spares from stock; prompt c.o.d. service from London's largest stockists—Tel. For. 1865. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. (10502/R)

G **GODFREY'S, Ltd.**—Triumph spares specialists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3 205. Great Portland St., W.1. Bus. 4652-3 and 413. Romford Rd., Forest Gate, E.7. Gra. 1334-5 220. Barking Rd., East Ham, Ore 8088. (10102/R)

VELOCETTE

V **VELOCE, Ltd.**, Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. (10170/R)

G **GODFREY'S, Ltd.**, all models, all depots; see display advertisement. (10152/R)

£139—1956 MAC 350cc s.a.m. springer, gleaming black and chrome, d.t. (10152/R)

E **HUMPHREYS**, Velocette sales, spares and service; few machines in stock for immediate delivery. (10152/R)

H **HUMPHREYS, Ltd.**, 122, Hampstead Rd., W.1. (Continous from Tottenham Court Rd.) Euston 3328. (10152/R)

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30 NEW 1958 MODELS MOTOR CYCLES

	Cash Price
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AMBASSADOR Supreme 250 c.c. Twin	£127 4
A.J.S. Model 1581 350 c.c. Trials	£243 6
A.J.S. Model 16 MR 350 c.c.	£233 18
A.J.S. Model 168 350 c.c.	£247 12
A.J.S. Model 30 500 c.c.	£256 18
A.J.S. Model 30 500 c.c. Twin	£258 11
ARIEL 250 c.c. Leader Twin, 5 speeds	£209 11
ARIEL 250 c.c. Red Hunter Model SEI	£220 10
ARIEL 250 c.c. Red Hunter Model VB	£227 9
ARIEL 350 c.c. V.T. Model VB	£222 1
ARIEL 450 c.c. Huntsman Twin	£246 19
ARIEL 1,000 c.c. Square Four	£256 18
B.S.A. 150 c.c. Bandam	£108 8 1
B.S.A. 175 c.c. Bandam Super	£120 8
B.S.A. 250 c.c. Model C15	£106 8
B.S.A. 250 c.c. Model T31	£108 10 10
B.S.A. 250 c.c. Model T33	£108 8
B.S.A. 250 c.c. V.T. Model V31	£108 7
B.S.A. 250 c.c. Model AT Twin	£206 14
B.S.A. 250 c.c. Shooting Star Sports Twin	£206 14
B.S.A. 450 c.c. Model A10 Twin	£261 19
B.S.A. 500 c.c. Super Road Rocket Twin	£261 19
B.S.A. 500 c.c. Gold Star Clubman's Twin	£310 12

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DOT 197 c.c. Model D183-4 Trials Model	£107 12
FRANCIS-BARNETT 175 c.c. Silver 78	£126 17
FRANCIS-BARNETT 197 c.c. Falcon 91	£150 12
FRANCIS-BARNETT 249 c.c. Crusier 90	£185 10
JAMES 150 c.c. 500 c.c. 5-speed	£118 10
JAMES 175 c.c. Cavalier 4-speed	£146 14
JAMES 200 c.c. Captain 4-speed	£155 12
JAMES 250 c.c. Commodore 4-speed	£180 12
JAWA 250 c.c. and 350 c.c. Twin models from	£176 10
MATCHLESS 350 c.c. Model G11A	£225 18
MATCHLESS 500 c.c. Model G11B	£247 12
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GEORGE CLARKE pay most for Vincent.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3526. (W1054/R)

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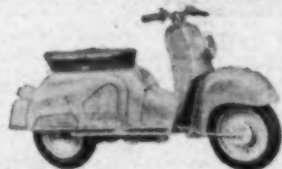
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COMBINATIONS

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CARS, vans, and new Morgans.—Ron McKenzie, [C1096] Stroudford, Manchester.

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'57 A.C. Petite d/v model, blue, new cond., 8,000 mls.; etc.; terms, exchanges; £309/10/-, [C1052] Treas. Croydon, Cno, 3641.

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots, including Bushwood Corner Leytonstone, E.11. See display advertisements. [C1052/R]

A.C. PETITE WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. [C1019]

CLAUDE RYE urgently require A.C. Petite; top prices paid; h.p. accounts settled.—809, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

AUSTIN

COMERFORDS for new Metropolitan, choice of colours; price £775, top prices allowed on late-type motor cycles and three-wheelers in part exchange.

COMERFORDS for new Austin A35; and vans, motor cycles and three-wheelers taken in part exchange.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1004]

SLOCUMBS, Ltd., exchange your motor cycle or car with us for real after sales service.—Willenden 4569/3924. [C1103]

BERKELEY

COMERFORDS—£395!! 1957 Berkeley Sports, fitted extras, absolute bargain.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

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SLOCUMBS, Ltd., the B.M.W. Isotta enthusiasts, exchanges cars or motor cycles.—Willenden 3934. [C1103]

CLAUDE RYE, Ltd., for your new B.M.W. Isotta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1103/R]

WHITEBYS OF ACTON—Immediate delivery new Isotta; h.p. exchanges—273, Acton Vale, London, W.3. She. 3355. [C1128/R]

GODFREYS, Ltd., immediate delivery Isotta Runabout; demonstration; terms, exchanges, all depots.—See display advertisement. [C1052/R]

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1955 ens.—Bond Minicar 1956 2-seater, new tyres, extras, one careful owner, year's tax; choice 4 Bonds; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 4101. [C1145]

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COMERFORDS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth W., Thames Ditton, Emb. 5531 (6 lines). [C1006]

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from

NAYLOR & ROOT, Ltd. Motor Cycle House, 25, East Hill, S.W.18. Bat. 2252. [C1089/R]

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R]

GODFREYS, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R]

KENT—Distributors for Bond Minicar; delivery from stock.—E. O. Pritchard, Ltd., Chalkwell, Rd. (OVR) [C1075/R]

KENBOURNE MOTORS, Bournemouth—3-wheeler distributors, models from stock; part-ex. welcome.—Winton 1602. [0542]

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1052/R]

GODFREYS, Ltd., the 3-wheeler specialists; Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spares service at 427, Brixton Rd., Croydon, Upl. 6275. [C1052/R]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Latham's Garages, Ltd., Motor Cycle Dept., Flitgate, Preston, Tel. 4342. [0523/R]

BOND MINICAR WANTED

ROWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London N.W.3. Ham. 6241. [W1114/R]

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1963 ROYAL ENFIELD, 500 Twin, S/A sppr., fitted with dual seat and genuine panniers. Recent complete overhaul. A very good buy. £30 Deposit, 24 at £3/6/-	£99
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1948 NORTON Model 16, 500 c.c. Black and chrome. Fitted with girder forks. An ideal school machine. £15 Deposit, 12 at £2/14/9	£45
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1966 KRIEGLER Model 90 c.c., fitted in beige. Fitted with speedo and mirror. Excellent tyres. A first-class runabout. £12 Deposit, 12 at £2/6/8	£35
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1955 B.S.A. Bantam Major, 120 c.c., spring frame, dual seat, headlights, etc.	£60
1955 B.S.A. C11, 250 c.c. O.H.V., spring frame, dual seat, maroon finish	£60
1951 (reg.) MATCHLESS G31, 250 c.c., 3-stroke model, nicely kept	£70
1955-6 TRIUMPH Tiger Cub, 250 c.c. O.H.V., spring frame, dual seat, Avon fairing	£79
1951 VICTORY Comet "C", above average condition	£106
1955 ARIEL V8 model, 350 c.c. O.H.V., single cylinder, valve suspension, dual seat, low mileage	£120
1954 TRIUMPH ST Speed Twin, alloy, dual seat	£120
1954 TRIUMPH ST Thunderbird, spring hub, dual seat, blue finish	£120
1957 ZUNDAPP 2000, 3-stroke model, dual seat	£120
1954 ARIEL V8, 350 c.c., 3-stroke, enclosed rear chain, one owner	£130
1955 FORTON, model 100, 500 c.c. O.H.V., single cyl., 3-stroke, dual seat. Ideal street machine	£140
1951 FORTON International, 250 c.c. O.H.V., stored since 1955	£140
1955 MATCHLESS 65 Twin, full-width hubs, red and black finish	£160
1957 TRIUMPH ST Speed Twin, 3-stroke model, alloy valves only, one owner	£180
1954 B.S.A. Shooting Star, 3-stroke model, Avon fairing, panniers, low mileage. Showroom condition	£190
1954 FORTON "B", 600 c.c., 4-stroke, 3-stroke model. Choice of two	£190
1956 (reg.) 1957 TRIUMPH T10, 3-stroke model, alloy head, panniers, etc., low mileage, one owner	£200
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COMBINATIONS

1951 ARIEL Twin, with C1A two-stroke. Real moped	£79
1949-50 B.S.A. A7 Twin, with Canterbury C1A two-st. etc.	£80
1948 B.S.A. M11, 500 c.c. H.V. model, with late type Swallow C1A, two-stroke, alloy, full-drum and brake	£90
1951 DUKER 65 Twin, dual drive, with Swallow Commando Sports engine	£130
1946 VICTORY Rapid "B" with Blackwell Derby single-seater saloon cover	£140
1956 ROYAL ENFIELD Motor, 700 c.c. Twin, with Bonnet C1A two-stroke, on Canterbury 63MT chassis, spring wheel and brake	£190

H.P. Terms Available. Exchanges welcomed. Any make of new motorcycle or car supplied. Stockists of AUSTIN, FORD and MORRIS Cars.

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BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tul. Hill 3211. [W1019]
BOND Mini wanted: cash or exchanges.—Ron McKenna, 961, Chester Rd., Manchester. Longford 2100. [W1096]
CLAUDE RYE urgently require Bond Minicar: top prices paid: h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

CORONET

BLUE STAR GARAGES Ltd., sole distributors. Fortune Green Rd., N.W.6. Tel. Swiss Cottage 3460. [0038/R]
W.A. "INSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2858. [C1174/R]
CORONET, choice of two, low mileage models, ivory, £599/10; blue, £579/10; exchanges welcomed, usual terms.—Watkinson Motors, Stockwell Rd., S.W.9. Bri. 2858. [C1174]

FIAT

SLOOMBS, Ltd., the Fiat enthusiasts, exchanges cars or motor cycles.—Willenden 4869/3934. [C1103]

FORD

£329/10.—1957 10hp Ford Popular, black, one owner, terms, exchanges.—Geo. Clarke Motors, 276, Brixton Hill, S.W.2. Tul. 3211. [C1019]
COMERFORDS for Fords.—New Popular for immediate delivery; motor cycles, 3-wheelers taken in exchange.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 95, Old Brompton Rd., S.W.7. Kni. 7705-6-7-8. [0111/R]
COMERFORDS.—£435/11: 1956 Goggomobil de luxe, synchromesh, in new condition.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]
CLAUDE RYE for your new Goggomobil, immediate delivery, exchanges welcomed; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]
CONNAUGHT ENGINEERING, England's largest distributors, new and used Goggomobils always in stock.—Portsmouth Rd., Bend, Surrey, Ripley 5122. [0514]

HEINKEL

COMERFORDS.—£325/11: 1957 Heinkel, grey, nice condition.
COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]
SLOOMBS, Ltd., the Heinkel enthusiasts, exchanges cars or motor cycles.—Willenden 4869/3934. [C1103]
GODFREY'S Ltd., for Heinkel 3-wheeler at all depots, including Rushwood Corner, E.11. See display advs. [C1052/R]
WHITBY'S of ACTON.—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—27, Acton Vale, London, W.3. She. 5355. [C1028/R]
CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery, terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]
1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £310 or terms.—Whitby, 273, The Vale, Acton, W.3. Shepherds Bush 5355. [C1128/1]

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tul. 3211. [W1019]
CLAUDE RYE urgently require Heinkel; top prices paid: h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [0062/R]
COMERFORDS.—£385/11: 1957 Messerschmitt KR200, superb condition.
COMERFORDS for Messerschmitt, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]
GODFREY'S, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advts. [C1052/R]
CLAUDE RYE, Ltd., for your new Messerschmitt, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]
TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange prices, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 5611. [0221/R]
175gms.—Messerschmitt 1955 2-seater cabin scooter, electric starter, one careful owner; terms, exchange: list open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Ham. 0041. [C1145]

MESSERSCHMITT WANTED

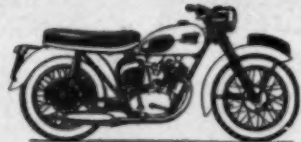
GEORGE CLARKE pay most for Messerschmitt.—278, Brixton Hill, S.W.2. Tul. Hill 3211. [W1019]

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9. [81096/R]

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—P. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [00445/R]

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1955 A.C. Petite Mk. II de luxe, excellent	£259
1956 A.C. Petite, choice of 3	£275
1957 A.C. Petite, really immaculate	£319
1957 BERKELEY Excelsior, wheel discs, etc.	£419
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1956 BOND Hardtop, really lovely	£535
1956 BOND (Dec.) Family de luxe, under 200m.	£599
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1957 BOND 2-seater de luxe, one owner	£599
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£239—1957 Powerdrive luxury 2-3-seater, 4,000 miles, red; terms, exchange. Badger Garages, Blandford, Dorset. Tel. 615. [C1164]

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SEE the amazing Reliant Regal Mk. III, immediate delivery of coupe and hard top saloon, in choice of colours; h.p. terms available; your motor cycle, 3-wheeler or car accepted in part exchange; immediate insurance cover.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

CODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R]

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchange welcomed.—895-901, Fulham Rd., S.W.6. Remown 6174. [C1105/R]

GEORGE CLARKE for your 1956 Reliant; instant h.p. exchanges.—275-9, High St., Acton, W.3. Acton 6935. [C1019]

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms.—Willesden 4069/3934. [C1103]

MEETINGS, Shannon Corner, New Malden (S110), for your new 1956 Reliant Regal coupe or hard top from stock; lists, demonstrations and tuition free; lowest and longest h.p. terms permissible; Reliants are a proven all British product; from £453/5/6. [C1209]

325s.—Reliant Regal 1956 750cc 4-cylinder coupe, one careful owner, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1145]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., sole distributors in London for the new Reliant Regal Mk. III—the car on 3 wheels. See it in its up-to-date form—Streamlined, roomier, more comfortable, better performance, synchronous gear box (reverse optional). Choice of colours; immediate hire purchase; part exchanges welcomed; Reliant sales, services, spares. Write, phone or call for illustrated catalogue. See the Reliant at your house.

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5, Nor. 2791. (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R]

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GEORGE CLARKE pay meet.—378, Brixton Hill, S.W.2. Tube Hill 2811. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant distributors, offer top prices for Reliant cars and 3-wheeler; part exchanges or cash; our buyer will call if necessary.

RELIANT HOUSE, 28/32, Highbury Corner, N.5. TEL. North 2791/4. [W1191/R]

GLANFIELD LAWRENCE OF FINCHLEY urgently require Reliant Regals for cash or part exchange; existing h.p. accounts settled.—407-419, High Rd., N.12. Tel. Fin. 0091-5. [W1044]

RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers; we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities, stores open 9 a.m. to 6 p.m., Monday to Saturday.—Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R]

RENAULT

SLOCOMBES, Ltd., the Renault enthusiasts, exchange cars or motor cycles.—Willesden 4989/3934. [C1103]

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. (Ham. 6041) [W1114/R]

COMMERCIAL THREE-WHEELERS

COMERFORDS—£175!! 1957 Lambretta Commercial delivery truck, mileage under 100, fully guaranteed.—Forthmouth Rd., Thames Ditton. [C1006]

79s.—Reliant, November 1948, 750cc 4-cylinder 5-seater van; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1145]

EXCHANGE AND WANTED

LATE twin combination wanted, Sportimo.—70-72, The Green, Southall, Southall 6229. [W1082]

CONWAY MOTORS urgently require late motor cycles.—501, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4621-3, Spares Riv. 5725. [W1021/R]

PUTNEY AUTO purchase good post-war machines; immediate cash payment; h.p. accounts settled.—263, Putney Bridge Rd., S.W.15. Tel. Putney 1186. [W1136/R]

CLAUDE RYE, Ltd., good clean machines urgently required. Highest possible prices paid in cash on the spot! H.P. accounts settled. If you cannot call, write for labels. We pay carriage.—895-901, Fulham Road, S.W.6. Remown 6174. [W1105/R]

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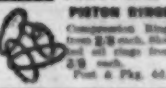
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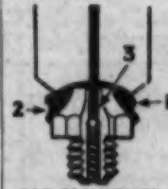
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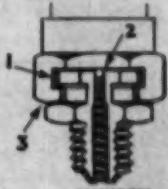
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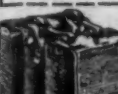
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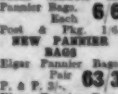
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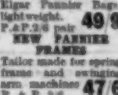
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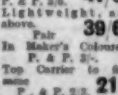
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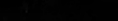
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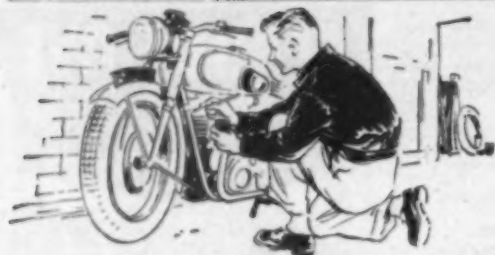
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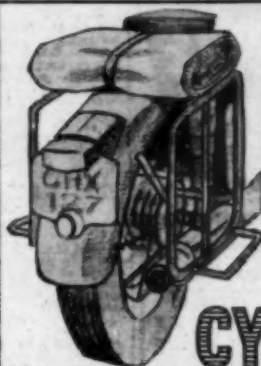
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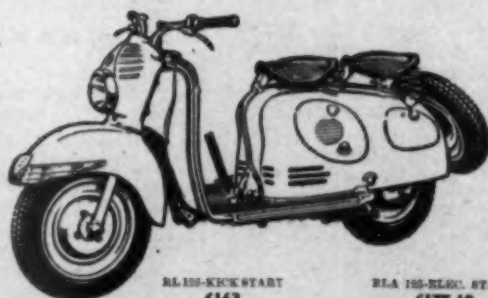
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